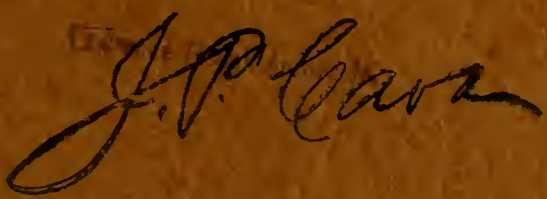
REPORT OF THE

SAN FRANCISCO PUBLIC UTILITIES COMMISSION

FISCAL YEAR
1943-1944



WATER DEPARTMENT

MUNICIPAL RAILWAY

HETCH HETCHY WATER SUPPLY,
POWER AND UTILITIES
ENGINEERING BUREAU

SAN FRANCISCO AIRPORT DEPARTMENT

BUREAU OF LIGHT, HEAT AND POWER

Lawrence Josaph Archer Jr

Compiled Under Direction
of the
PUBLIC UTILITIES COMMISSION
by
TOM IRWIN
Director
BUREAU OF PUBLIC RELATIONS

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SAN FRANCISCO

REPORT OF

SAN FRANCISCO PUBLIC UTILITIES COMMISSION

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FISCAL YEAR 1943-1944

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COMMISSIONERS

MARSHALL DILL
President

SAM McKEE
Vice-President

LLOYD J. COSGROVE **W. I. KOHNKE**

DANIEL F. DEL CARLO

●

E. G. CAHILL
Manager of Utilities

FORREST B. GIBBON
Secretary to the Manager

R. J. MacDONALD
Secretary to the Commission

CITY AND COUNTY OF SAN FRANCISCO

PUBLIC UTILITIES COMMISSION

April 2, 1945

Honorable Roger D. Lapham
Mayor of the City and County of San Francisco,
City Hall,
San Francisco, California.

My dear Mayor:

Pursuant to the provisions of the Charter of the City and County of San Francisco, the Public Utilities Commission herewith submits the annual report covering its activities and operations for the period beginning July 1, 1943, and ending with June 30, 1944.

The Public Utilities Commission was created by provisions of the Charter which became effective January 8, 1932. This will be the twelfth annual report of the Commission to your office.

The Commission has control of and jurisdiction over the construction, management, maintenance, extension and operation of all public utilities owned, leased or used by the City and County. These utilities include the Municipal Railway of San Francisco; the Hetch Hetchy Water Supply, Power and Utilities Engineering Bureau; the San Francisco Water Department; the San Francisco Airport Department; and the Bureau of Light, Heat and Power.

As a result of greatly expanded operations to meet the exceptional requirements of the public during war times, the Commission has been able to render a greater degree of public service than at any time in its history.

Its revenues have greatly exceeded those of any previous year. These accomplishments have been possible in spite of wartime restrictions of every kind.

Personnel changes in the Commission during the year included the appointment by you of Marshall Dill and Daniel F. Del Carlo as commissioners, replacing George Filmer and John P. McLaughlin, respectively.

Staff members appointed were Robert P. Scott, Director, Bureau of Accounts; R. J. Macdonald, Secretary to the Commission; and George S. Warren, Assistant Director, Bureau of Accounts.

The Commission held 58 meetings during the year, in the course of which is awarded 27 contracts for work costing $518,013.31. Contract payments approved amounted to $108,080.57. During the same period the Commission leased 63 parcels of public utility property.

In succeeding sections of this report will be found detailed accounts of the activities of the several departments and bureaus under the jurisdiction of the Commission.

Respectfully submitted,

Marshall Dill

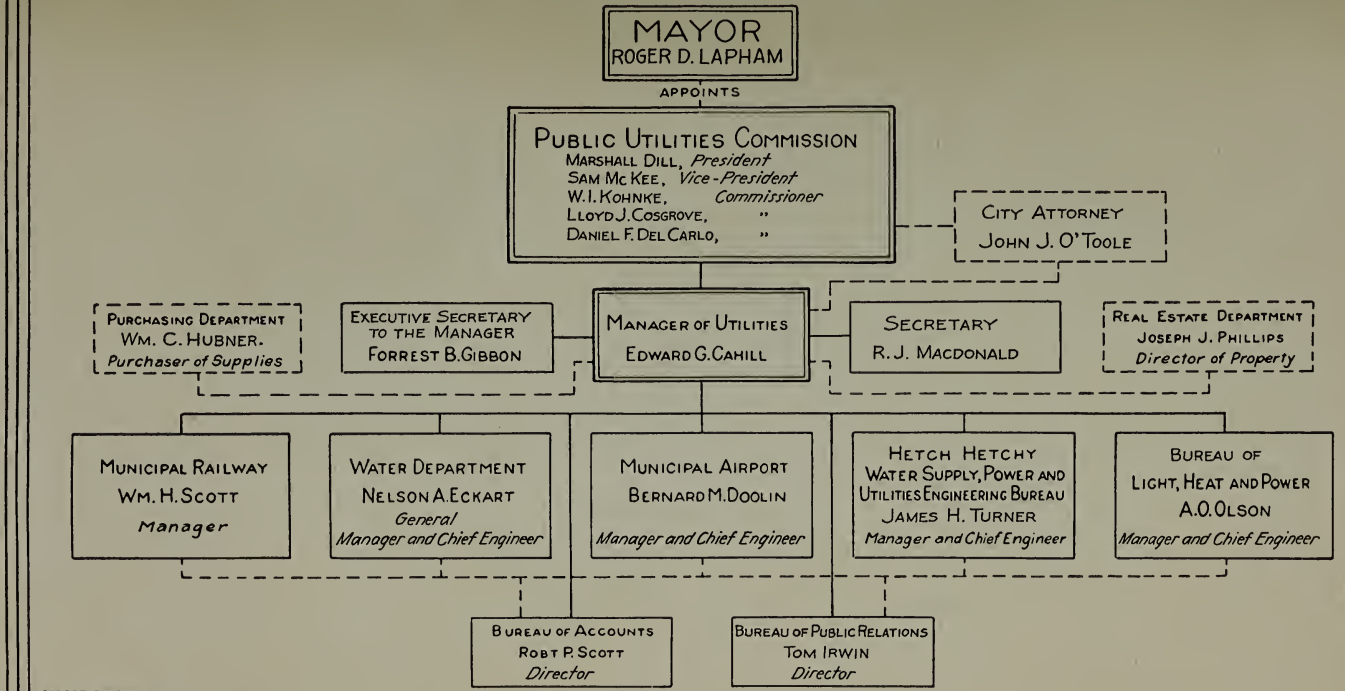
President
Public Utilities Commission

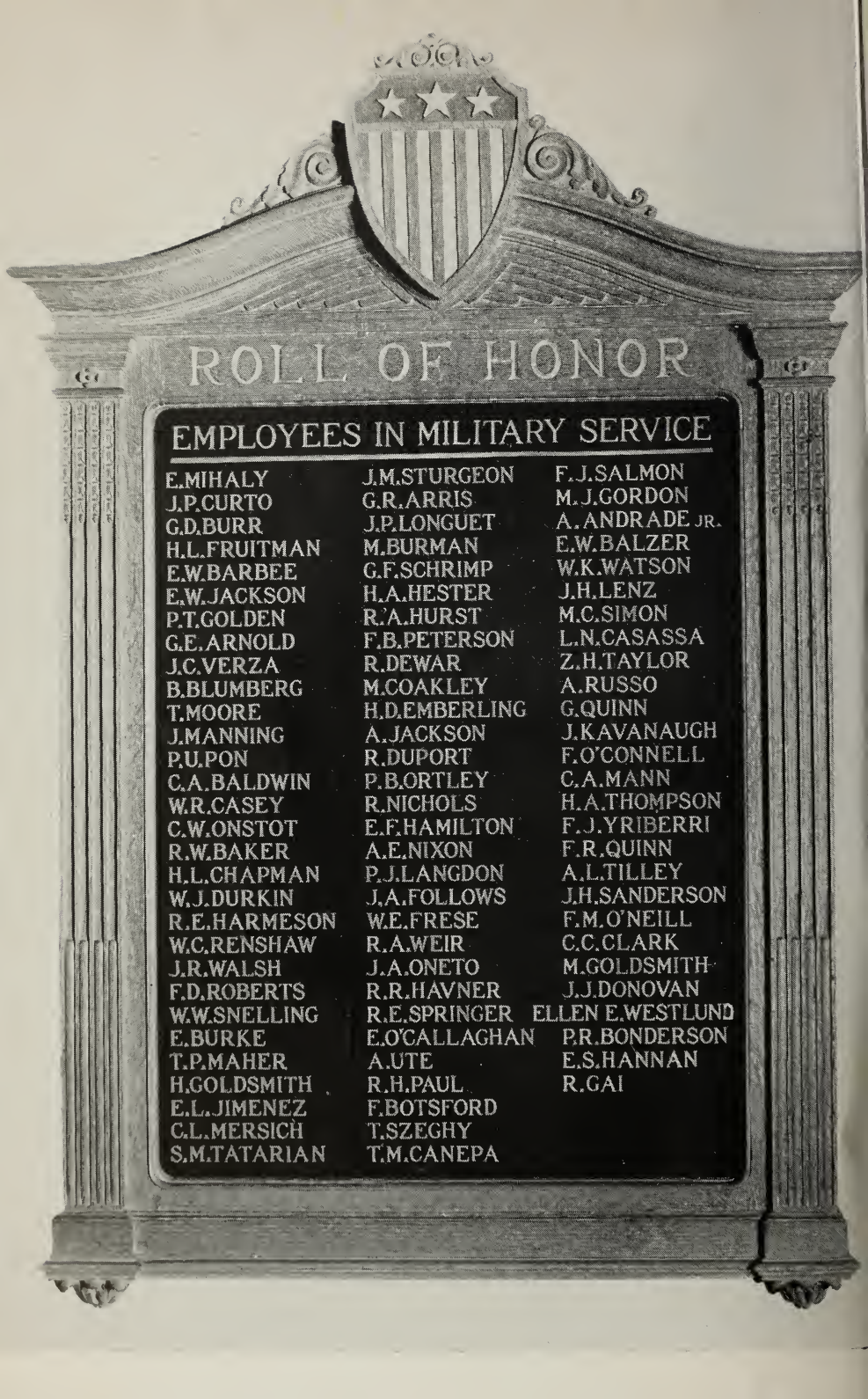
PUBLIC UTILITIES COMMISSION AND OFFICERS

Rear row (standing), Forrest B. Gibbon, Executive Secretary to Manager; R. J. Macdonald, Secretary to Commission; center row, left to right: Commissioners Daniel F. Del Carlo, W. I. Kohnke, Marshall Dill, President, Sam McKee, Vice-President, Lloyd J. Cosgrove. Front row: Robt. P. Scott, Director, Bureau of Accounts; Tom Irwin, Director, Public Relations; W. H. Scott, Manager Municipal Railway; James H. Turner, Chief Hetch Hetchy; E. G. Cahill, Manager of Utilities; N. A. Eckart, Chief Water Department; A. O. Olson, Chief Lighting and Power; B. M. Doolin, Manager S. F. Airport.

San Francisco Public Utilities Commission

Organization Chart




ROLL OF HONOR
EMPLOYEES IN MILITARY SERVICE
E.MIHALY
J.P.CURTO
G.D.BURR
H.L.FRUITMAN
E.W.BARBEE
E.W.JACKSON
P.T.GOLDEN
G.E.ARNOLD
J.C.VERZA
B.BLUMBERG
T.MOORE
J.MANNING
P.U.PON
C.A.BALDWIN
W.R.CASEY
C.W.ONSTOT
R.W.BAKER
H.L.CHAPMAN
W.J.DURKIN
R.E.HARMESON
W.C.RENSHAW
J.R.WALSH
F.D.ROBERTS
W.W.SNELLING
E.BURKE
T.P.MAHER
H.GOLDSMITH
E.L.JIMENEZ
C.L.MERSICH
S.M.TATARIAN
J.M.STURGEON
G.R.ARRIS
J.P.LONGUET
M.BURMAN
G.F.SCHRIMP
H.A.HESTER
R.A.HURST
F.B.PETERSON
R.DEWAR
M.COAKLEY
H.D.EMBERLING
A.JACKSON
R.DUPORT
P.B.ORTLEY
R.NICHOLS
E.F.HAMILTON
A.E.NIXON
P.J.LANGDON
J.A.FOLLOWS
W.E.FRESE
R.A.WEIR
J.A.ONETO
R.R.HAVNER
R.E.SPRINGER
E.O'CALLAGHAN
A.UTE
R.H.PAUL
F.BOTSFORD
T.SZEGHY
T.M.CANEPA
F.J.SALMON
M.J.GORDON
A.ANDRADE JR.
E.W.BALZER
W.K.WATSON
J.H.LENZ
M.C.SIMON
L.N.CASASSA
Z.H.TAYLOR
A.RUSSO
G.QUINN
J.KAVANAUGH
F.O'CONNELL
C.A.MANN
H.A.THOMPSON
F.J.YRIBERRI
F.R.QUINN
A.L.TILLEY
J.H.SANDERSON
F.M.O'NEILL
C.C.CLARK
M.GOLDSMITH
J.J.DONOVAN
ELLEN E.WESTLUND
P.R.BONDERSON
E.S.HANNAN
R.GAI

SAN FRANCISCO WATER DEPARTMENT

N. A. ECKART

General Manager and Chief Engineer

N. A. ECKART
General Manager and Chief Engineer
San Francisco Water Department

Wartime conditions continue to be reflected in practically every phase of Water Department operations. Water consumption and revenue from sales have again increased, whereas new construction and replacements of structures and equipment have necessarily been held to a minimum.

Water consumption for the entire system, during the year ending June 30, 1944, averaged 87.5 million gallons daily, an increase of 9.7 million gallons daily over the preceding year. Of this total, 76.1 million gallons daily were used within the city proper, and the balance was suburban consumption. The gain in consumption was greater in this year than in any previous year in the history of the department or its predecessor, the Spring Valley Water Company. The 24-hour peak demand on the system reached a new high of 109.9 million gallons, occurring on June 6, 1944, as compared to the previous year's 24-hour peak of 106.8 million gallons.

Increased consumption was sufficient to reflect an overall increase in revenue despite a 15 per cent reduction in water rates for consumers within San Francisco, effective December 1, 1943. The net water sales amounted to $8,367,222, an increase for the year of $131,553 or 1.6 per cent over the preceding year. Gross suburban sales increased $144,208 and the San Francisco district sales decreased $1,295. Combined savings to consumers in San Francisco as a result of the 15 per cent rate reduction and the victory garden credits amounted to $660,310.

The number of active consumer accounts at the close of the year was 130,170, an increase of 2,365.

Construction of the San Andres Outlet No. 3 necessitated lowering San Andres reservoir. To offset the decreased draft from this reservoir as the water level was drawn down, Alemany pumps were started in May and Baden pumps in June, both pumping water from the Crystal Springs transmission main into the San Andres transmission system. The War Production Board granted priorities sufficient only for the first stage of construction at this outlet. Advantage will be taken of the low water condition in San Andres to construct a new shaft and adits to replace the old Bald Hill outlet. As soon as conditions permit, steel pipe

NEW SAN ANDRES OUTLET No. 3
Looking south, showing open cut with reservoir lowered for construction.

lines connecting Outlet No. 3 to existing pipe lines must be constructed and a new outlet tunnel constructed at Bald Hill.

Construction of new houses, with some relaxation in War Production Board regulations, resulted in the laying of more than five miles of cast iron main extensions, as compared to 1.2 miles in the previous year.

The Water Department was successful bidder on 7 out of 11 contracts for main extensions.

Strategic points of the water system outside the city continued to be policed throughout the year by civilian guards employed by the department.

Officials and employees of the department continued to take an active part in the city's Civilian Defense organization to maintain and protect the water supply in any emergency.

Maintaining the required personnel, and particularly securing temporary employees for the necessary seasonal work continued to be a problem due to the demands of the military and high wages paid in industry.

WATER PRODUCTION

General Operations:

For the first seven months of the year the Water Production Division operations were carried on substantially the same as for the previous year. In February it became necessary to modify operations to enable the lowering of San Andres reservoir for construction of two new outlet structures on this reservoir. As the reservoir level dropped, the delivery capacity of the 54-inch San Andres pipe line to Sunset reservoir progressively reduced until in May it became less than the demand. This deficiency was made up by pumping water from the 60-inch Crystal Springs pipe line into this 54-inch pipe, at both the Alemany and the Baden pumping stations.

To facilitate the lowering of San Andres reservoir, pumping from Crystal Springs was discontinued in February and the 30-inch Baden-Merced pipe was supplied from San Andres reservoir, instead of from Crystal Springs reservoir through the cross-connection at Baden.

Precautionary measures to safeguard the water supply from sabotage or enemy action were continued. Civilian guards were employed by the department to police strategic points throughout the water production system in San Mateo and Alameda counties, the number of guards being reduced somewhat during the year on account of the more favorable trend of the war, and the reopening of certain roads on the peninsula watershed.

Total water used during the year amounted to 33,793 million gallons, of which 32,036 million gallons were used to supply consumers and 1,757 million gallons were delivered to the Alameda County Water District. This water was supplied from the following sources:

Local production	19,612 million gallons
Hetch Hetchy supply	9,391 million gallons
Local reserve storage	4,790 million gallons
Total water used	33,793 million gallons

Delivery of water from Hetch Hetchy averaged 25.7 million gallons daily for the year. This delivery was made during July, 1943, and from December 23, 1943, to May 3, 1944, at an average rate of 57.3 million gallons daily. Approximately 94 per cent of the Hetch Hetchy delivery was brought across the bay, the remainder being diverted into the Alameda system at the Alameda creek siphon. The total delivery from Hetch Hetchy, since completion of the aqueduct in October, 1934, now amounts to 87,994 million gallons, or an average of 24.8 million gallons daily.

The draft on water resources to meet consumption requirements for the year averaged 87.5 million gallons daily, an increase of 9.7 million gallons daily, or 12.5 per cent, over the preceding year. Once again the rate of increase of consumption topped all previous records. Suburban consumption accounted for 2.6 million gallons daily of this increase and consumption in San Francisco increased 7.1 million gallons daily.

The 24-hour peak consumption for the entire system reached a new high of 109.9 million gallons on June 7, and the maximum month's demand for the system, occurring in June, averaged 101.1 million gallons daily, also exceeding previous records.

All water delivered to San Francisco was, as heretofore, supplied entirely from the San Andres and Crystal Springs reservoirs in San Mateo county. These reservoirs were replenished by local runoff and by water drawn from the Calaveras reservoir, in Alameda and Santa Clara counties, as well as from the Hetch Hetchy system in the Sierra Nevada mountains.

Suburban consumers were supplied in the same manner as for the past several years.

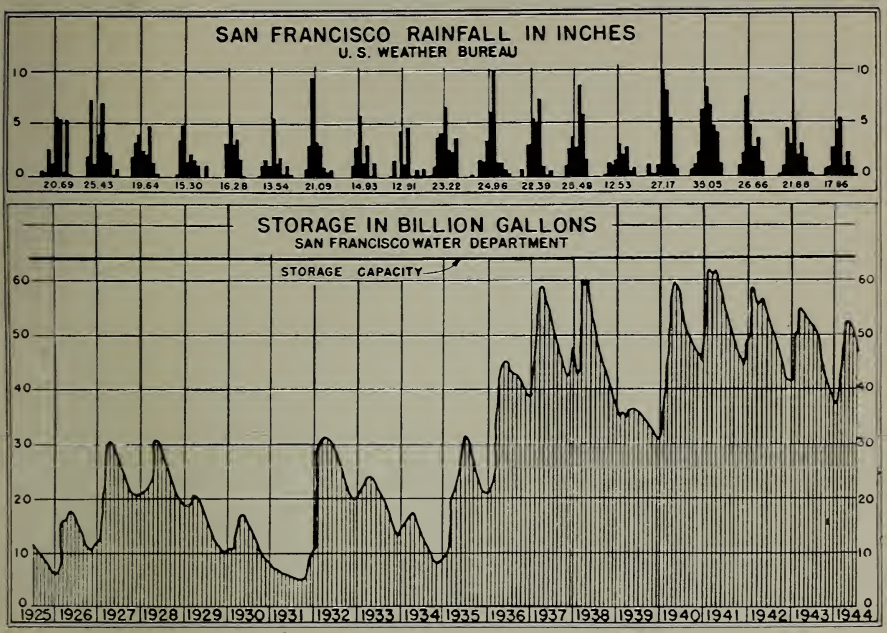
Rainfall, Catchment and Storage:

Rainfall on the peninsula watersheds and at Calaveras was approximately 28 per cent below normal. Runoff was, for the first time in several years, insufficient to cause spilling at either Calaveras or the peninsula reservoirs. Calaveras reservoir filled to within 6½ feet of the spillway lip and at the end of the rainy season Crystal Springs reservoir lacked 8 inches of overflowing. In order to facilitate its eventual lowering for construction of the new shafts, San Andres reservoir was controlled to prevent any material rise in the water level.

The seasonal gain in storage from a low of 37,580 million gallons on January 2, 1944, to a maximum of 53,033 million gallons on March 28, 1944, amounted to 15,453 million gallons. Surface storage in the city and peninsula reservoirs on June 30, 1944, was 47,575 million gallons, as compared to 52,365 million gallons at the end of the preceding year.

In addition to this surface storage the gravel basin underlying the Pleasanton well fields remains nearly filled and last spring overflowed through artesian wells in the lower end of the valley. This artesian flow has, however, been very much reduced since the Navy has been pumping heavily for the water supply of Camp Parks and adjoining Naval facilities.

The "advance release" for percolation into the Niles Cone was increased this fiscal year by 1,457 million gallons to bring the total to date to 24,865 million gallons. Should an emergency arise the department has the right to withhold releases due the Alameda County Water District until this "advance release" is offset.



Transmission:

Water consumption within the city limits required a delivery of 76.1 million gallons daily into the city distributing system. Of this amount, an average of 31.8 million gallons daily was delivered through the 60-inch and 44-inch Crystal Springs pipe lines, 27.4 million gallons daily were delivered through the San Andres 54-inch pipe, 7.6 million gallons daily through the College Hill pipe and 9.3 million gallons daily through the Baden-Merced line.

Suburban consumption, averaging 11.4 million gallons daily, was supplied directly from the several transmission and supply lines at various points throughout the system. Several new large consumers, including the Army hospital at Menlo Park and a housing project at South San Francisco, contributed to the 2.6 million gallon daily increase in suburban consumption over the previous year.

An average of 19.1 million gallons daily was pumped from the Crystal Springs reservoir into San Andres reservoir, through the Crystal Springs aqueduct, all of this pumping being done during the first seven months of the fiscal year, after which pumping was discontinued to facilitate lowering San Andres reservoir.

The two Bay Crossing pipe lines carried an average of 69.6 million gallons daily across the San Francisco bay. Of this amount, an average of 5.1 million gallons daily was delivered to consumers served from these lines and the balance delivered into Crystal Springs reservoir. Hetch Hetchy supplied 24.2 million gallons daily of this total and Calaveras supplied 45.4 million gallons daily.

Reservoirs:

A gain of 14,896 million gallons brought the Calaveras reservoir storage from a low of 13,670 million gallons on January 11 to a seasonal peak of 28,566 million

gallons on May 6. The water level at this point was 6½ feet below the spillway lip. Storage on June 30, 1944, was 25,120 million gallons.

Calaveras reservoir was given two copper sulphate treatments to control algae growth, one in July, 1943, and one in May, 1944. A total of 31 tons of copper sulphate was used.

The launch at Calaveras reservoir was cleaned, caulked and painted.

Screens at the Calaveras outlet tower and the outlet pipes at the Calaveras aerator were cleaned and painted.

An abundance of accumulated driftwood was removed from the shores of Calaveras reservoir.

Gravel deposits were sluiced out from behind the Upper Alameda diversion dam.

The wooden roof of Niles reservoir, constructed in 1924, was repaired and new supports installed between the roof and the concrete columns.

As an emergency precaution, Crystal Springs reservoir was again maintained at a high level throughout the year, the minimum storage being 15,614 million gallons on January 30, 1944. A peak storage of 18,986 million gallons was reached on June 7, at which time the lake level was within ½ inch of the spillway lip. During the year a total of 23,512 million gallons of Hetch Hetchy and Calaveras water was delivered to Crystal Springs. Storage on June 30, 1944, was 18,452 million gallons.

The upper and lower Crystal Springs lakes were each given three treatments of copper sulphate, totaling nearly 35 tons, to curb algae growths. The upper lake was treated in July and October, 1943, and in May, 1944. The lower lake was treated in July and November, 1943, and in March, 1944. Brush was cut and burned below the high water line of these lakes until prevented by rising water.

The lower Crystal Springs road, which was closed in December, 1941, on account of the war, remained closed all year, but the Skyline boulevard was opened to traffic in March and the guards moved to another location.

The San Andres reservoir was, as usual, kept at a high stage until the fall, at which time it was lowered to provide storage space for the winter runoff. The lowering of this reservoir, to allow construction of the new outlets, was started early in February. On June 30, the lake level had been dropped to elevation 395.0 at which level the storage was 586 million gallons. Lowering will continue until the lake recedes to elevation 388.

Maximum storage at San Andres, at the end of the runoff season, amounted to 4,912 million gallons on January 29. Pumping from Crystal Springs reservoir was discontinued in February to permit lowering San Andres reservoir. A total of 6,975 million gallons was delivered from this source during the first seven months of the fiscal year.

San Andres reservoir was given three treatments of copper sulphate to control algae growth, one each in August and December, 1943, and one during May, 1944. A total of 19,200 pounds of copper sulphate was used.

Mud and silt, which had accumulated over a number of years immediately adjacent to the top adit inlet at the Bald Hill outlet, were removed after the level of the lake dropped below this inlet. At No. 2, or North outlet, the 54-inch diameter pipe screen installed at the top adit was partially covered and partly

NEW SAN ANDRES OUTLET No. 3
View from reservoir side, showing open cut and three outlet adits.

filled with silt and fine gravel. To prevent further trouble of this nature the screen has been extended eighteen feet into the lake by inserting a length of 54-inch non-perforated pipe, supported on concrete piers, between the screen and the adit. The screen was thoroughly cleaned and painted.

Pilarcitos reservoir was higher on July 1, 1943, than at any time during the fiscal year, with a storage of 628 million gallons. Minimum storage of the year, occurring on December 28, 1943, was 369 million gallons. During the year this reservoir supplied 810 million gallons of water to the San Andres reservoir.

This reservoir was treated with copper sulphate three times during the year—once each during July and October, 1943, and in May, 1944. A total of 2,900 pounds of copper sulphate was used.

The roads leading to Pilarcitos, which were badly damaged by the heavy equipment used by the Army, have been repaired and put back in their original condition.

The interior of the ranger's cottage at Davis tunnel was repainted and papered.

Fire guarding, fence repairing and cleaning up throughout the watershed could not be done to the extent desired, due to lack of sufficient labor.

Pump Operation:

No pumping was done at the Pleasanton wells, the Town of Sunol being supplied by gravity from the Alameda creek siphon through the 12-inch pipe which also serves to irrigate certain lands near Sunol.

For the fifth successive year, Pulgas station on the Bay Crossing pipe line did not operate. All machinery, equipment, pipes and the floor of the station were cleaned and painted, removing all corrosion from the metal parts.

The Crystal Springs-San Andres pumps were operated for the first seven months of the fiscal year and were then shut down to allow the water level of San Andres reservoir to recede to approximate elevation 388 feet, so that the new outlet shafts might be constructed. The total amount of water pumped in this period was 6,975 million gallons.

In order to maintain the total required delivery to San Francisco, flow through the Crystal Springs transmission lines was increased to offset the reduced output from San Andres reservoir. This increased delivery necessitated the installation of another chlorinator at Crystal Springs pumping plant and increasing the size of the chlorine house to accommodate this new machine.

The procedure, inaugurated in November 1940, of supplying the Baden-Merced pipe directly from Crystal Springs rather than from San Andres was continued for the first seven months of the fiscal year. This method of supply relieved pumping at Crystal Springs by 1,913 million gallons. Starting in February the Baden-Merced pipe was supplied from San Andres reservoir to accelerate the lowering of this lake and because of reduced pressure on the Crystal Springs pipe line when testing the Baden pumps.

The Baden pumping station was placed in operation on June 5 on a 24-hour basis, utilizing one 1000 horsepower electric pumping unit to deliver an average of 18 million gallons daily from the Crystal Springs 60-inch pipe to the San Andres-Sunset 54-inch pipe. This station contains two 1000 horsepower and one 700 horsepower pumping unit, and has a capacity of approximately 35 million gallons daily with two pumps in service and one standby unit. In addition, the Alemany pumps in San Francisco diverted approximately 12 million gallons daily

FOREST HILL TANKS
New 300,000 gallon pre-stressed concrete tank under construction

from the Crystal Springs system to the San Andres system between May 8 and June 30.

Prior to operating the Baden pumps, preliminary tests were run on the three pumping units to determine the pressure surge effect on the system to be expected as a result of power failure, and to eliminate and correct conditions resulting in bearing trouble.

An eight-foot wire fence has been constructed around the pump building, transformer bank and gate valves, to afford protection.

No landscaping has been accomplished on account of the shortage of labor and the inability to obtain replacement of a qualified gardener.

Pipe Lines:

All water brought through the various pipe lines was, as usual, treated with either chlorine alone or with both chlorine and ammonia.

From January to May the Pleasanton pipe line carried a small artesian flow from the Pleasanton well field to the Sunol filter galleries.

Between July 1, 1943, and January 10, 1944, the Calaveras pipe line delivered an average of 69 million gallons daily to Crystal Springs reservoir via the Bay Crossing pipe lines. Delivery from Calaveras was discontinued between January

10 and April 12, as Calaveras water was too turbid for direct consumption. Meanwhile, Crystal Springs reservoir was maintained by local runoff and a delivery of approximately 60 million gallons daily from Hetch Hetchy. Delivery from Calaveras reservoir started again on April 12 and averaged 38.8 million gallons daily to the end of the fiscal year. The total delivery for the year averaged 45.4 million gallons daily.

The Sunol pipe line, from the Alameda creek siphon of the Hetch Hetchy aqueduct to the Town of Sunol, delivered a total of 39.2 million gallons of water during the year. Of this total 24.8 million gallons were used for irrigating the walnut orchard, the balance of 14.4 million gallons being used for the Sunol domestic supply.

The 30-inch Pleasanton pipe line was lowered for about 140 feet at the Bonita underpass to accommodate a change in the highway, 128 feet of new pipe being used.

The Niles-Irvington pipe line was used throughout the year to carry a reverse flow of about one-half million gallons daily from the Bay Crossing pipe line to Niles reservoir to maintain potable water in this line. New timber blocking was installed on this line to replace the badly deteriorated supports.

The Alameda pipe line from Niles to Centerville was used to deliver "advance releases" of water to the Alameda County Water District's absorption pit north of Centerville. This section of the line is maintained by the district. From Centerville to the San Francisco bay the pipe is out of service other than to divert excess water into the bay.

On the west side of the bay, the section of the Alameda pipe line between Burlingame and San Carlos continued to deliver Crystal Springs water to local consumers.

During the fiscal year, the two Bay Division lines delivered a total of 25,389 million gallons across the bay. The section of the No. 1 line between the Newark and Dumbarton valve houses was out of service from July 17, 1943, to the end of the fiscal year due to serious leakage in several joints of the 42-inch submarine pipe crossing Newark slough. The section of the No. 1 line from Irvington portal to the Newark valve house was out of service from July 17, 1943, until October 18, 1943, at which time the cross-connection at Newark valve house was completed. For information regarding the repairs of the 42-inch submarine pipe and construction of the cross-connection, reference is made to the Engineering Division section of this report.

A shutdown of both Bay Crossing pipe lines became necessary when eight out of sixteen Tobin bronze bolts in a manhole cover gave way under pressure. This incident demonstrated quite forcibly the desirability of providing line gates and cross-connections at several places between these two pipe lines, which would permit the operation of one line and avoid draining large sections of pipe and shutting down service to large consumer districts while making repairs. Under present conditions when trouble occurs in either line west of Redwood valve house, both lines must be shut down because of backflow from the Pulgas tunnel.

Bad leaks continue to occur in the 60-inch Bay Crossing pipe line. When these leaks are uncovered for repairs, several sections of the pipe are usually found to be so badly pitted from electrolysis that large patches must be welded on the pipe, in addition to doing a considerable amount of spot welding.

The pipe line bridge at Dumbarton straights was last painted in the fiscal year

1938-39, but on account of labor shortage the painting could not be done during the past year.

On the east side of the bay new sway braces were installed on the trestle supporting the No. 2, or 66-inch Bay Crossing pipe line.

The Palo Alto pipe line delivered a total of 1,162 million gallons to the various consumers along the line south of Redwood City, an average of 3.17 million gallons daily. The maximum week's demand on this line averaged 5.9 million gallons daily as compared to 3.6 million gallons daily for the maximum week in the preceding year.

An eight-inch service was installed on this line at Menlo Park, for the new U. S. Army hospital. No other changes or repairs were made on this line.

Both of the Crystal Springs pipe lines were in service throughout the year, excepting for a shutdown of several weeks on the 60-inch line. Delivery through these two lines averaged 43.7 million gallons daily, of which an average of 30.0 million gallons daily was supplied for consumption from the University Mound district and the balance diverted to other pressure districts or supplied to suburban consumers.

The shutdown on the 60-inch line was due to a bad leak which occurred at the Burlingame connection when a 36-inch valve cracked on account of settling of the 60-inch pipe, putting an undue strain on the valve. Fortunately, an extra 36-inch valve, stored at Millbrae, was available and installed within a reasonable time.

Water from the 60-inch pipe was by-passed to the Baden-Merced pipe at Baden until February, 1944, at which time testing of the Baden pumps and the necessity to lower San Andres reservoir prevented further by-passing.

Only one leak was repaired on the 44-inch Crystal Springs pipe during the this year. This leak, occurring in the culvert under the Southern Pacific tracks at South San Francisco, showed the pipe to be badly pitted from electrolysis. Portions of this 44-inch pipe which were exposed at creek crossings along the highway were cleaned and painted.

The trestles carrying the 30-inch College Hill pipe line across Baden and Colma creeks and through the sand bed have been overhauled. Sand brought down by the Colma creek has deposited and filled up under the pipe so that it is resting on the ground and does not require much support. The fill in places is as much as twelve feet.

On the section of this 30-inch line between Baden and College Hill reservoir, only one leak occurred during the year. For several years it has been found advisable to limit the flow in this section of the line to approximately 7.5 million gallons daily in order to nurse this line along by decreasing the pressure head and reducing the amount of pressure variation caused by changes in the rate of flow.

Water required for the College Hill district in excess of the average of 7.6 million gallons daily, delivered, was made up by transferring water through the Crosstown pipe line from the San Andres 54-inch pipe, or from the Alemany pumps when the latter were in operation.

An average of 27.4 million gallons daily was drawn from San Andres reservoir through the 54-inch pipe line. Of this amount 23.8 million gallons daily were delivered to Sunset reservoir and the balance diverted to other pressure districts. Sunset reservoir also received an average of 2.8 million gallons daily for the year

from the Crystal Springs 60-inch pipe by operation of Baden and Alemany pumps, during May and June.

In May, the delivery capacity of the 54-inch line was insufficient to meet the demand due to the receding water level of San Andres reservoir, and Alemany pumps were started to supply additional water to Sunset reservoir. Early in June the water level of San Andres reservoir dropped to an elevation below the two adits supplying this pipe line and no water could be transmitted through it from the reservoir. The Baden pumps were then also started, boosting Crystal Springs water into the 54-inch pipe, and in addition to supplying Sunset reservoir, water was backed up in the 54-inch line to supply the county jail and other consumers between the reservoir outlet and Baden.

The cross-connection, with control valves, between the San Andres 54-inch and the Crystal Springs 60-inch mains, demonstrated the value of a tie between the two systems when a 48-inch line valve failed in the 60-inch main at the Burlingame connection on October 25. To maintain the required supply to University Mound reservoir, 353.8 million gallons were by-passed from the 54-inch to the 60-inch pipe between October 25 and November 17, 1943.

Three leaks, all due to electrolysis, developed in the 54-inch line and were repaired.

The 30-inch Baden-Merced pipe line delivered an average of 9.3 million gallons daily to Merced Manor reservoir, 5.2 million gallons of which were supplied from the 60-inch Crystal Springs pipe through the cross-connection at Baden, and the balance of 4.1 million gallons daily from San Andres reservoir. The draft on Merced Manor reservoir, to supply the Stanford Heights and Merced Manor districts, averaged 9.5 million gallons daily, the 0.2 million gallon daily deficiency being supplied from the 54-inch San Andres pipe line.

Two leaks, caused by corrosion, occurred on this 30-inch line, one being too large to repair without shutting down the line. Fortunately this leak occurred where the pipe was on a trestle.

Aqueducts:

The Sunol aqueduct was used throughout the year to carry water from the Sunol filter galleries to the Niles reservoir, from which point it was made available as "advance release" to the Alameda County Water District. No maintenance, other than fire guarding, was required.

Repairs to the wooden flumes on the peninsula system could not be made during the year due to the lack of sufficient labor.

Peninsula General:

Two new automobiles for replacement were obtained during the year.

There is a large amount of deferred maintenance work which has occrued throughout the peninsula division due to shortage of labor and materials. As soon as conditions permit, a large number of temporary seasonal workers will be required to repair flumes, replace telephone poles, brush out trails throughout the watershed and spot-paint pipe lines and the steel bridge on the Bay Crossing pipe line.

Telephones were moved to the guard stations so that reports could be made hourly.

Alameda General:

The interior and exterior of the office building were painted and some exterior painting was done to the other buildings at the Sunol headquarters.

An inspection trip, made to determine the condition of the Coast Range tunnels of the Hetch Hetchy aqueduct, indicated that these tunnels are in very good condition.

Fire guarding, road maintenance, fence repairing and cleanup were done throughout the watershed area to the extent that labor was available.

Alameda County Water District:

A total of 1,757 million gallons of water was released during the year to the Alameda County Water District to replenish the underground gravel of the Niles Cone area. Of this amount 300 million gallons were due the district under terms of the 1920 award, and 1,457 million gallons delivered as "advance release" under terms of the 1936 agreement. The total "advance release" as of June 30, 1944, amounts to 24,865 million gallons.

Of the past year's release, 794 million gallons were delivered through the Alameda pipe to the district's absorption pit near Centerville and a total of 963 million gallons percolated from water released into Alameda creek, including the 300 million gallons due the district.

The district continued throughout the year to augment its domestic supply with water purchased from the department.

Pleasanton Township County Water District:

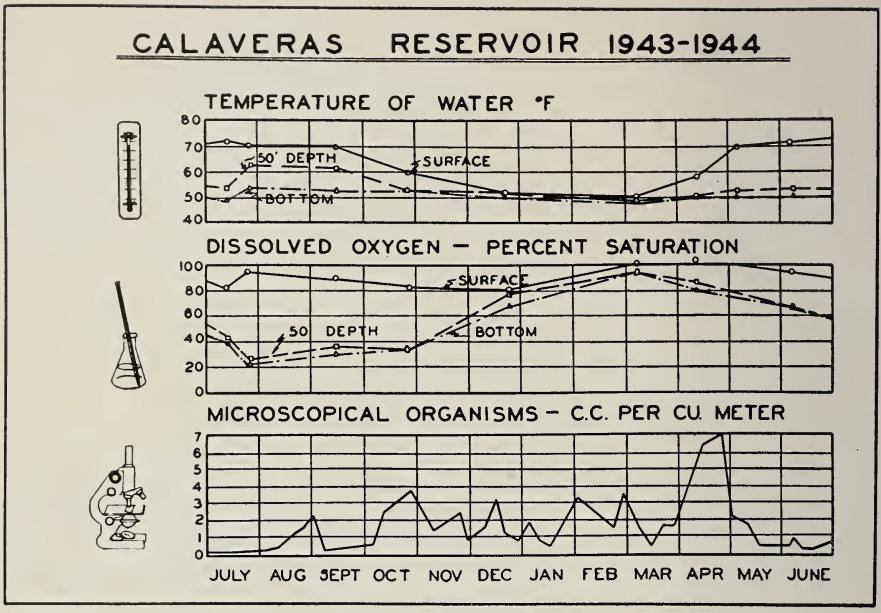
The water level in the Pleasanton town well remained throughout the year above the designated elevation at which the Water Department is obligated to furnish water for the town's supply.

Pleasanton continued, as for the past several years, to use the Water Department's well for its supply and to pay the resulting power bill, in lieu of using its own well, which is inadequate as to quantity and of doubtful quality.

Plans and specifications were prepared, and a contract awarded to Martin Murphy on June 19, 1944, in the amount of $10,642.00, for the construction of 2,650 feet of 10-inch cast iron main in Santa Rita road, near Pleasanton. The 10-inch steel main through which the Water Department supplies Pleasanton at present, is in such poor condition that replacement was imperative.

Discontinuance of pumping from Water Department wells in the Pleasanton valley together with a period of ample rainfall, have caused the water table in the district to rise to such a level that a considerable acreage in the lower end of the valley has been rendered unfit for use and the agricultural productivity of other areas continues to be seriously affected.

Under these conditions the water level in the pilot well remained above the designated elevation and the Water Department was not required to reimburse either the landowners in the district, or the Town of Pleasanton for any pumping costs throughout the year. In order to lower the water table in the southern, or lower, end of the valley the Water Department was prevailed upon to drain water into Laguna creek, through the collecting pipe system in the C-line of wells, thus improving the agricultural productivity of the department's lands and privately



owned lands. Since lowering of the water table might obligate the Water Department to pay for pumping costs in the Pleasanton area, one of the conditions of the new arrangement was to select and use a new pilot well in lieu of the one heretofore used.

Water drained into Laguna creek from the C-line of wells was, prior to September 16, 1943, picked up at the Sunol filters and delivered to the Alameda County Water District's absorption pit as part of the seasonal "advance release." On June 7, 1944, the valve controlling this drainage was closed, the water table having been sufficiently lowered for the season. Since September 16, 1943, the water of Laguna creek has become so polluted from the sewage of Camp Parks and adjoining Naval facilities that its diversion into the Sunol filter galleries has been discontinued.

Outside Meters:

There were 39 new services installed during the year for suburban consumers, making a total of 719 suburban connections at the close of the fiscal year, 692 of whicha re active consumers. This was an increase of 45 active consumers for the year.

Gross suburban water sales for the past year amounted to $785,413. This was an increase of 22.5 per cent over the preceding year.

CITY DISTRIBUTION DIVISION

Water Consumption:

The average daily consumption during the year was 87,498,798 gallons for the entire system and 76,104,574 gallons for the city only. This is an increase of

9,714,488 gallons per day, or 12.5 per cent for the entire system, and an increase of 7,106,190 gallons daily, or 10.3 per cent for the city only.

The greatest increase in consumption again occurred in the University Mound district—an increase of 3,811,344 gallons per day, or 14.6 per cent. The College Hill district made the largest percentage increase—16.3 per cent, while the Lake Honda district, the largest residential district, increased 5.1 per cent. The smaller districts all had about normal increases.

General Operating Conditions:

The construction of the new outlet from San Andres reservoir, which necessitated lowering the lake below the outlet of the 54-inch pipe line, made the supply to the Sunset reservoir come from the Alemany and Baden pumping stations only, with no gravity water available from San Andreas. The Alemany pumps were started on regular operation on May 3, 1944, and will continue to operate until the new outlet tower is completed and the lake refilled to the point where gravity supply is again available.

The contract for the new Forest Hill tank was awarded on August 16, 1943, and the tank is now nearing completion. A new pump with a capacity of 600 gallons per minute was installed in the Forest Hill pumping station.

Transmission Mains:

No changes were made during the year in the transmission mains. Both the College Hill and Baden-Merced branches of the old San Andres line and the 54-inch San Andres line are running to their full capacity during the summer months.

City Reservoirs:

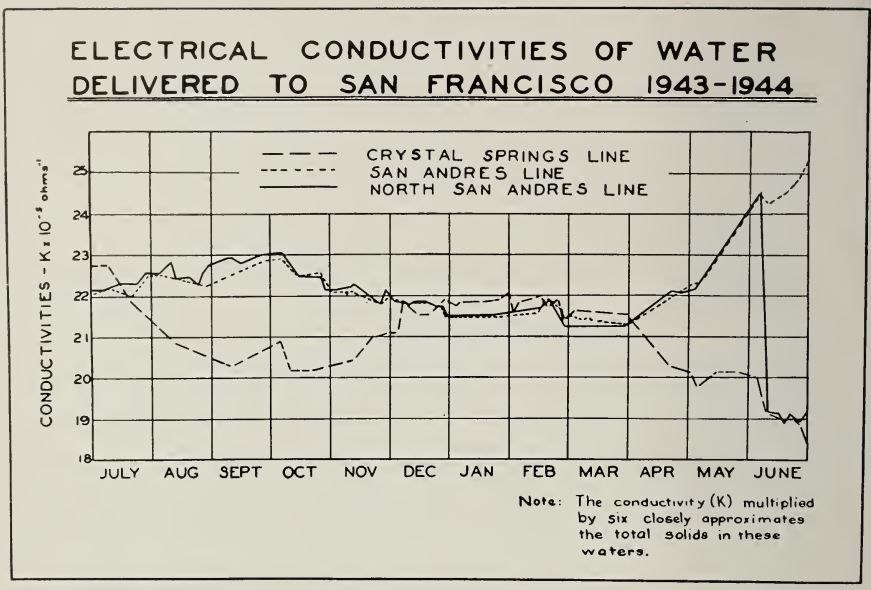
The 24th Avenue frontage of the Sunset reservoir between Ortega and Pacheco streets was graded and planted, and a sidewalk constructed between Ortega and Quintara streets, and it now presents a more pleasing aspect. Lombard reservoir was cleaned on February 4, 1944. All tanks and reservoirs were normally maintained and are in good condition. A 300,000-gallon prestressed reinforced concrete tank is now under construction in the Forest Hill district, which will double the storage capacity for that area.

Lake Merced:

No water was drawn from the lake during the year. The boating and fishing concession is still being satisfactorily operated by the lessee. In the spring of 1944 some trout were planted for the first time in the North lake by the Fish and Game Commission.

Pumping Stations:

Central pumps were operated throughout the year, a total of 3,209,710,000 gallons being pumped. It was necessary to run one of the electric pumps 26 days during the fall of 1943 and the same number of days in the spring of 1944. In September of 1943 the electric pump ran 9 days, and in June of 1944, 11 days. It is



not possible to state the amount of water pumped by each of the several units, as the delivery from this station is measured through a single master meter only.

A new pump unit with a capacity of 600 gallons per minute was installed at Forest Hill and the old original triplex pump removed.

The Alemany pumps were put into regular service on May 3, 1944. All other small stations are in good condition.

City Pipe System:

The only extension of any note made during the year was the laying of 4,948 feet of 16-inch cast iron pipe from Quesada and Third streets to supply additional water to the Hunters Point Navy yard.

A 12-inch force main was laid from the Lane street pump to the Keith street tank. Building has been limited primarily to war housing projects and not much pipe was installed.

Service Connections and Meter Installations:

During the year 1,221 regular services and 4 fire services were installed. There were 1,895 new meters set on the regular services besides four detector check meters on the fire services. Ninety-five per cent of the new services and 90 per cent of the meters were of the ⅝-inch and ¾-inch residential sizes.

Meter Expense:

There were 132,873 meters in service in the city at the end of the fiscal year—an increase of 1,498 over the preceding year. These meters and their settings were maintained in good order. There were 3,440 meters changed and 439 brought home.

Street Department Expense:

The work of caring for the miscellaneous complaints, blowing off dirty water and notifying consumers was carried on in the usual routine during the year. This work was of normal amount.

Machine Shop:

The machine shop has been unusually busy keeping the equipment operating and in repair as it has been impossible to buy much new equipment and many repair parts. Not as much contract work has been done as usual, but the shop has been of great value in making up certain of such equipment and supplies. All of the mechanical equipment has been kept in good condition.

WATER PURIFICATION DIVISION

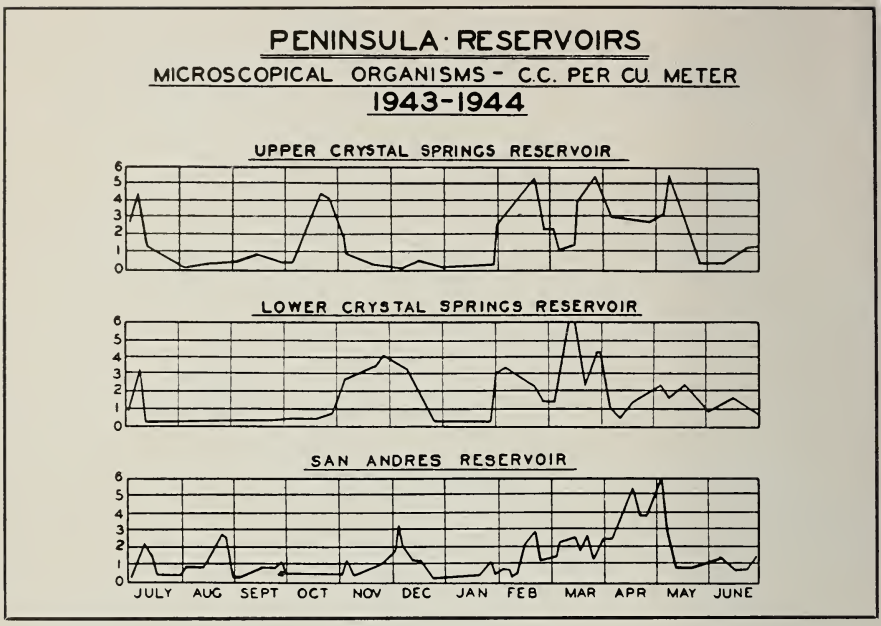
The activities of the Water Purification Division have been carried on during the past year, substantially the same as during the previous two years. Wartime precautions inaugurated in 1942 have continued with no evidence of attempted sabotage having been indicated from the results of bacteriological and chemical tests. Curtailment of practically all experimental work and some inspection and operating activities was necessary because of personnel changes and shortages coupled with the necessarily increased amount of routine work. One more experienced member of the already reduced staff was taken by the military in the latter part of the fiscal year.

Laboratory:

The laboratory and office continue to be housed in the old pump building at Millbrae. The building is very difficult to heat in winter and a satisfactory arrangement for all laboratory work is impossible. The construction of a new laboratory building immediately after the war is recommended as the only satisfactory solution to this problem.

In spite of personnel shortages, a large volume of laboratory work was necessarily performed during the year. The number of bacteriological examinations reached an all time high as a result of the expanded program of bacteriological control. Following is a tabulation of the field and laboratory tests made during the fiscal year.

Bacteriological Examinations	5760
Microscopical Examinations	388
Filamentous Organism Examinations	73
Electrical Conductivity Measurements	4213
Complete Mineral Analysis	21
Partial Chemical Analysis	414
Chlorine Demand Tests	155
Nitrogen Cycles	6
Dissolved Oxygen Tests	330
Tests to Determine Origin of Leaks	100
Special Turbidity Tests	236
Complaint Investigations (Field and Laboratory)	55
Miscellaneous Laboratory Tests Not Otherwise Included	195
Miscellaneous Field Tests	811


PENINSULA · RESERVOIRS
MICROSCOPICAL ORGANISMS - C.C. PER CU. METER
1943-1944
UPPER CRYSTAL SPRINGS RESERVOIR
LOWER CRYSTAL SPRINGS RESERVOIR
SAN ANDRES RESERVOIR
0 1 2 3 4 5 6
JULY AUG SEPT OCT NOV DEC JAN FEB MAR APR MAY JUNE

Chlorination:

All supplies were adequately disinfected throughout the year, using either chlorine or chlorine and ammonia. At present, there are twenty-one chlorinating machines and eight ammonia machines located at fourteen treatment stations. In addition, one extra dry feed panel board and one complete portable chlorination unit are located at Millbrae. Three standby stations did not operate at all during the year and two stations operated for short periods only. The operating stations fed a total of 468,900 lbs. of chlorine and 34,100 lbs. af ammonia. Beginning February 1, 1944, chlorine for all stations in the Peninsula and Alameda divisions and at Tesla was purchased in carload lots which reduced the unit price approximately twenty per cent.

One new chlorinating machine purchased late last year was installed at North San Andres station replacing a machine which simultaneously was moved to the Crystal Springs station. This expansion of the Crystal Springs chlorine station was necessary in order to adequately disinfect the required flows from this reservoir while the North San Andres outlet was, and continues to be, out of service due to low lake levels in San Andres reservoir. Under normal operating conditions this station will now have a standby chlorinator which is most desirable. One new chlorinator was purchased and installed at Calaveras reservoir, the increased capacity at this station being necessary to maintain the required chlorine residuals in the Hetch Hetchy aqueduct for slime control purposes when Calaveras and Hetch Hetchy waters are mixed at the Alameda siphon.

The portable chlorination unit at Millbrae was used several times during the year for the disinfection of new mains and for disinfection of sections of the waterfront on three occasions of salt water contamination.

Emergency gas-driven pumping units were installed, for standby service, at the North San Andres chlorination plant and at the Crystal Springs chlorination station to supply water for operating the chlorinators in case of electric power failure.

The alarm system at North San Andres, which gives a signal at the Millbrae office in case of improper functioning of chlorination equipment, was completed and has proven very satisfactory.

Lake Studies and Algae Control:

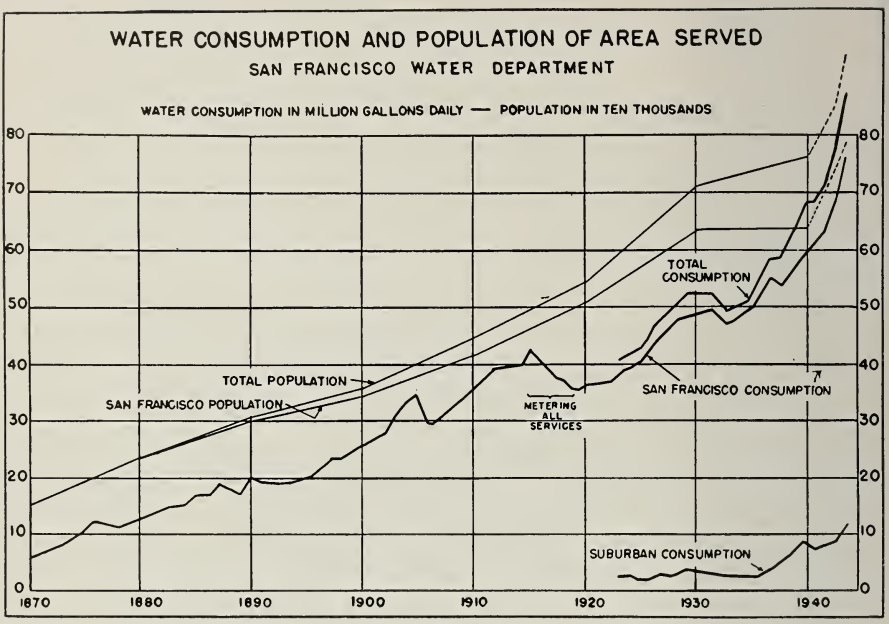
Personnel shortages required some curtailment of the program of testing samples of water collected at various depth intervals in the Peninsula reservoirs but tests on Calaveras resorvoir were carried out as usual. Regular microscopical examinations of algal samples collected twice weekly from all impounding reservoirs were made and the results of these examinations were the bases for recommending three copper sulphate treatments each for Upper Crystal Springs, Lower Crystal Springs, San Andres and Pilarcitos reservoirs and two treatments for Calaveras reservoir. In addition, two copper sulphate treatments of the south basin of Lake Merced were necessary in order to control rapidly rising growths of anabaena. These growths, if not controlled, reach such proportions that their death gives the lake a very unattractive appearance and the decomposing algae give off obnoxious odors.

Water Quality and Complaints:

The bacteriological quality of water served to all consumers throughout the year was well under the allowable limits listed in the United States Public Health Service standard for drinking and culinary water supplied to common carriers in interstate traffic. The water served to San Francisco had an average total solids content of approximately 125 p.p.m. and an average hardness of about 85 p.p.m. The effect of the large amount of Hetch Hetchy water brought to the peninsula during the first four months of 1944 began to be noticeable at Crystal Springs outlet in early April and the mineral content of the water drawn from this reservoir has continued to decrease since that time.

Light runoff on the peninsula due to subnormal rainfall this year carried a below average amount of suspended material into the reservoirs. As high reservoir levels were maintained by bringing in a large amount of clear Hetch Hetchy water, the resultant water in the peninsula reservoirs was somewhat clearer than usual this year. However, in spite of the fact that this was one of our best years for producing clear water, the major portion of all water quality complaints was "dirty water." Increased consumption raised water velocities sufficiently in certain sections of the distribution system to stir up material which had previously settled out and this was doubtless the major cause of these complaints. The only adequate and permanent solution of this problem is the construction of filtration plants and the comprehensive flushing of the distribution mains. This would ensure delivery of palatable and crystal clear water to all consumers at all times.

There was a small increase in the total number of water quality complaints received as compared with last year. All complaints of industrial water quality, corrosion or illness were handled directly by this department.



Cross Connections:

In August, 1943, the State Board of Health adopted a new set of Cross Connection regulations, such action being initiated primarily because of salt water contamination of waterfront areas in port cities. Negligent or improperly trained ship personnel had pumped salt water back into several city water supply systems through open cross connections made between ship salt water systems and city water supply systems while the ships were in dock. Three incidents occurred on the San Francisco waterfront during the past year. In order to comply with the above regulations, a complete survey of the water supply systems on the piers of this city was made, responsibility for making required corrections was fixed and a program of installing double check valves protecting all dock hydrants and service lines to separate fire systems on piers is under way. Consumers are required to make the necessary installations on service lines to the separate fire systems and at dock hydrants on piers where meters are installed (known as "closed docks"), while the Water Department is making the required installations at the dock hydrants on piers where meters are not installed, (referred to as "open docks").

The regular routine inspection of the one hundred and sixty check valve installations located on premises where cross connections exist between the city water supply and a private supply was completed only once during the year, on account of limited personnel.

Tunnel and Pipe Line Inspections:

Fourteen inspections of tunnels and pipe lines were made throughout the year to determine slime activity, condition of pipe coating or tunnel lining and status of tunnel infiltration water. Early in the fiscal year when Calaveras and Hetch Hetchy water were mixed at the Alameda siphon, slime growths flourished somewhat in the Irvington tunnel. Later this year, this growth was controlled without causing consumer complaints and finally, completely removed. Recent results indicate that treatment changes inaugurated during the past year will enable us to completely control growth of these organisms.

General:

This division has cooperated with other divisions of the Water Department aiding in various problems as called upon. Complete mineral analyses were made on a reduced number of river water samples submitted by the Hetch Hetchy department. Analyses of these waters are made in order to maintain a continuous record of their quality which will be valuable in the event of future litigation.

MINERAL ANALYSES

(Results expressed in parts per million except pH and conductivity)

Source—	Crystal Springs Line	San Andres Line	Hetch Hetchy Aqueduct
	Date Sampled		
	6/1/44	6/1/44	6/1/44
Conductivity ($Kx10^5ohm^1$)	19.6	22.2	23.6
pH	7.9	7.9	7.9
Total Solids (Residue)	110	130	130
Silica and Insolubles	5.2	4.3	5.0
Sodium (Na)	10.3	15.2	12.3
Calcium	18.1	22.4	24.7
Magnesium (Mg)	8.0	7.8	7.3
Iron, Dissolved (Fe)	0.02	0.02	0.02
Aluminum (Al)	0.5	0.7	0.5
Manganese (Mn)	0	0	0
Bicarbonate (HCO_3)	90	103	110
Sulphate (SO_4)	13.7	13.8	16.2
Chloride (Cl)	10	14	6
Nitrate (NO_3)	0.04	0.02	0.06
Hardness, Calculated ($CaCO_3$)	78	88	92
Alkalinity ($CaCO_3$)	74	84	90

Column 1 supplies downtown, commercial, waterfront areas of the city.
Column 2 supplies residential areas of the city.
Column 3 supplies pensinsula communities only.

REPORT OF LABORATORY EXAMINATIONS

Week Ending June 24, 1944

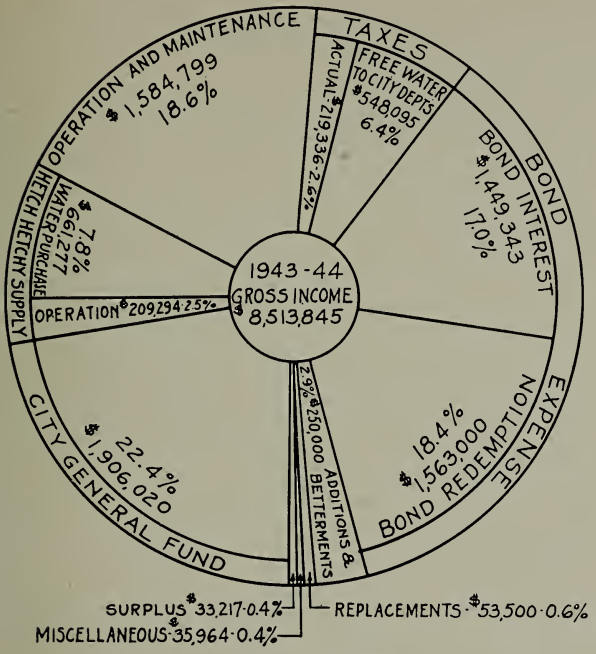
Source and Reservoirs—	Max. Agar Count 37° C	Coliform Group 10cc Por. No. Ex'd.	No. Pos.	% Pos. Year	Chemicals p.p.m. Alk.	Cl.	Hard.	pH	Turbidity	Date Sample Pos.
Moccasin Reservoir	260	5	5	39.6	8	1	10	7.0	1+	(5)6/22/44
Calaveras Reservoir	120	5	0	22.2	..	..	..	..	..	
Sunol Filters	3	5	0	18.8	..	..	..	..	..	
Pleasanton Wells	2	5	0	20.8	..	..	..	..	..	
Crystal Springs Reservoir	10	5	0	2.3	..	..	..	..	..	
San Andres Reservoir	100	5	1	30.6	..	..	..	..	..	(1)6/23/44
University Mound Reservoir	5	10	0	4.4	..	..	..	..	..	
College Hill Reservoir	35	10	10	45.2	..	..	..	..	..	(5)6/19/44
Lombard Reservoir	1	10	0	11.3	..	..	..	..	..	(5)6/22/44
Treated Waters—										
Niles Aqueduct	1	5	0	0	216	30	200	7.9	1—	
Sunol Town Supply	1	5	0	0.4	90	6	92	7.9	2	
Hetch Hetchy Aq. Bay X	2	10	0	0.2	90	6	92	7.9	2	
Palo Alto Pipe Line	2	5	0	0	90	6	92	7.9	2	
Crystal Springs Line No. 1	20	30	0	0	72	9	75	7.9	1—	
Alameda Line, Belmont	1	5	0	0.4	72	9	75	7.9	1—	
San Francisco Airport	3	10	0	0	72	9	75	7.9	1—	
Crystal Springs Line No. 2	18	30	0	0.2	70	9	75	7.9	1—	
San Andres Line	22	30	0	0	92	12	90	7.9	2	
North San Andres Line	70	30	0	0.1	70	9	75	7.9	1—	
University Mound Inlet	25	10	0	3.0	72	9	75	7.9	1—	
University Mound Outlet	20	10	0	0	72	9	75	7.9	1—	
University Mound System No. 1	10	10	0	0.4	72	9	75	7.9	1—	
University Mound System No. 2	2	10	0	0	71	9	75	7.9	1—	
University Mound System No. 3	4	10	0	0	71	9	75	7.9	1—	
University Mound System No. 4	4	10	0	0.4	71	9	75	7.9	1—	
College Hill Inlet	10	10	0	0.2	92	12	90	7.9	2	
College Hill Outlet	2	10	0	0.8	92	12	90	7.9	2	
College Hill System No. 1	1	10	0	1.3	81	10	83	7.9	2	
College Hill System No. 2	30	10	0	0.2	81	10	83	7.9	2	
Sunset Inlet	3	10	0	0	71	9	75	7.9	1	
Sunset Outlet	1	10	0	2.5	71	9	75	7.9	1	
Sunset System No. 1	1	10	0	0	71	9	75	7.9	1	
Sunset System No. 2	2	10	0	0.4	71	9	75	7.9	1	
Merced Manor Reservoir	3	10	0	0.8	92	12	90	7.9	2	
Merced Manor System	4	10	0	2.0	92	12	90	7.9	2	
Stanford Heights Reservoir	3	10	0	0.4	92	12	90	7.9	2	
Stanford Heights System	1	10	0	0.4	92	12	90	7.9	2	
Lombard System	2	10	0	0.8	71	9	75	7.9	1	
Forest Hill Pump Section	3	10	0	1.8	71	9	75	7.9	1	
University Mound Res. No. 2W	2	10	0	3.5	70	9	75	7.9	1	

REMARKS: All water supplied to consumers conforms to U. S. Treasury Departments standard for drinking water purity.

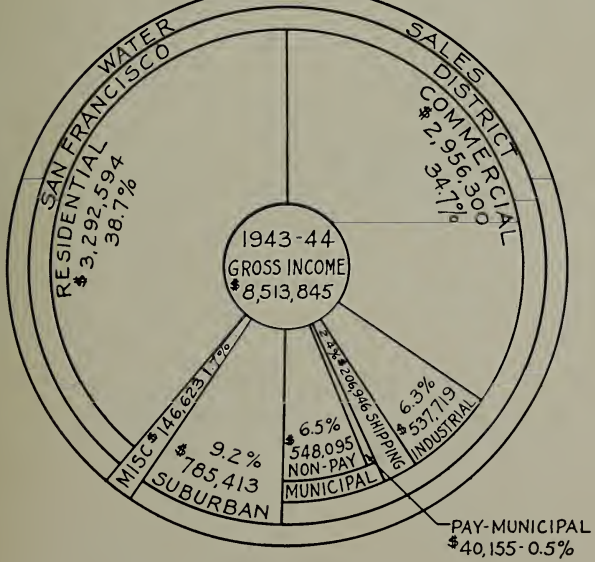
WATER SALES DIVISION

Effective December 1, 1943, a fifteen per cent rate reduction applicable only within the limits of San Francisco affected revenue of the last seven months of the fiscal year. Revenue was further reduced because of special Victory Garden rates granted for the season 1943, applications for which were accepted through December, 1943, and credits applied to March 1, 1944. The complete record in connection with this Victory Garden activity is shown as follows:

Applications received	18,689
Field inspections	13,537
Per cent inspected	72.4
Number of allowances made	26,420
Value of credits applied to bills	$38,753.47
Area (approximate)	296 acres
Expenses—Season 1943	$7,003.13



DISPOSITION OF GROSS INCOME
FISCAL YEAR ENDING JUNE 30, 1944



SOURCE OF INCOME
FISCAL YEAR ENDING JUNE 30, 1944

On the basis of total applications received through July, 1943, the indicated total for the season 1944 will be approximately 12,000 or about two-thirds of the number for last season.

Deposits for main extensions showed an increase over the preceding year indicating a limited resumption of residential building. Though deposits totaled some $9,300.00 they still are far below normal years which ranged from $50,000.00 to $75,000.00.

System gross water sales for the year were $8,412,694. Deduction of allowances and refunds amounting to $45,472 resulted in net sales of $8,367,222, an increase of $131,553 or 1.6 per cent, as compared to the previous year. Gross sales in the suburban area increased $144,208 while in the San Francisco district, though affected by reduced rates for seven months of the fiscal year, the decrease amounted to only $1,295. Residential sales declined $100,637 but gains in other classes almost made up the deficiency. Exclusive of allowances due to special Victory Garden rates, the savings to consumers in San Francisco as a result of the fifteen per cent rate reduction amounted to $621,556. Combined saving to these consumers resulting from reduced general rates and the 1943 special Victory Garden rate was $660,310.

Revenue from the Palo Alto pipe line was $162,481 for a metered delivery of 148,335,600 cubic feet representing additional sales and deliveries respectively of $55,537 and 50,332,600 cubic feet. Deliveries to civil divisions for re-sale were 290,229,800 cubic feet producing a revenue of $308,595. As of June 30, 1944, active consumers' accounts totaled 130,170 as compared to 127,805 reported last year, a gain of 2,365. Though a decrease of $9,809 is shown in non-paying municipal accounts, an increase of $6,760 is shown for Golden Gate Park alone and for other parks an increase of $7,252.

Despite an increase in the number of closing bills representing an increased value of $3,788.67, suspense accounts continue to decrease. They now total $1,687.88, a decline of $1,491.02 as compared with last year. Accounts for which we receive dividends or partial payments from the Board of Trade, or from receivers are held in active suspense until such time as they are definitely closed issues. Bills totaling $530.23 are being held over for future clearance. A decrease of $1,754.28 is reflected by the total write-off for the year amounting to $453.85. Of this amount $317.03 is accounted for in bankruptcy, Board of Trade, and probate proceedings. It is of interest to note that this year's write-off is by far the lowest amount written off in the history of the Department, last year's total of $2,208.13 being the next lowest. Analysis shows an increase of $547.34 in collections from accounts previously written off. The percentage of losses in San Francisco from uncollectible accounts to net sales over the past five years is as follows: 0.06 of one per cent for 1939-40; 0.09 of one per cent for 1940-41; 0.07 of one percent for 1941-42; 0.07 of one percent for 1942-43 and 0.03 of one per cent for 1943.44.

Service and distributor installations this year were 1,257 as compared to 525 in the previous year. Over 1,200 of these services were in the Sunset-Parkside and South of Market-Twin Peaks areas. Live services, all metered total 131,619 of which 129,463 are revenue producing, an increase of 2,333 over last year; 2,156 services are temporarily shut off as compared to 2,998 last year, indicating continued demand for residential housing. In the past year there was an increase of practically 1,600 building permits issued. As a result, activity of the Contractors' and Builders' Section reflected 1,650 jobs handled as compared to 1,116 the prior year. Military and housing projects in course of construction continue to demand

constant investigation and checking in order to exercise proper control over this phase of service.

Though replacements continued in our regular field collector personnel, there was an increase of 1,724 in the number of bills handled, an increase of 4,715 in the number of bills they collected and an increase of 210 in their net man-day service. Throughout the year an average of four women were on duty as field collectors. They have capably handled this work and in efficiency have equaled the performance of the best male collectors. The activity of the collection section continues to produce good results. A decline of 1.8 per cent is shown in payments to office receivers and through bank agencies with a like increase in payments to collectors and by mail. Of the total bills collected more than 98.5 per cent is received through these channels which accounted for an increase of over 1,600 bills per month. No doubt the improvement shown is primarily due to the general prosperity in this area but nevertheless much credit is due to the efficient functioning of the collection section.

Delinquent bills as of June 30, 1944, carrying balances of one month or more, increased .9 of one per cent. Most of these delinquencies occur in residential accounts which continue to represent 79.2 per cent of the total San Francisco district accounts. A percentage comparison for the past four years as of June 30 follows:

1941—23.9 per cent	1943—16.6 per cent
1942—19.7 per cent	1944—17.5 per cent

This comparison does not include large corporation, governmental or suburban accounts.

A further decline of 1.9 per cent is noted in the percentage of complaints to total consumers, the result of reduced rates in San Francisco. Conscientious effort continues in our endeavor to maintain and improve friendly public relations.

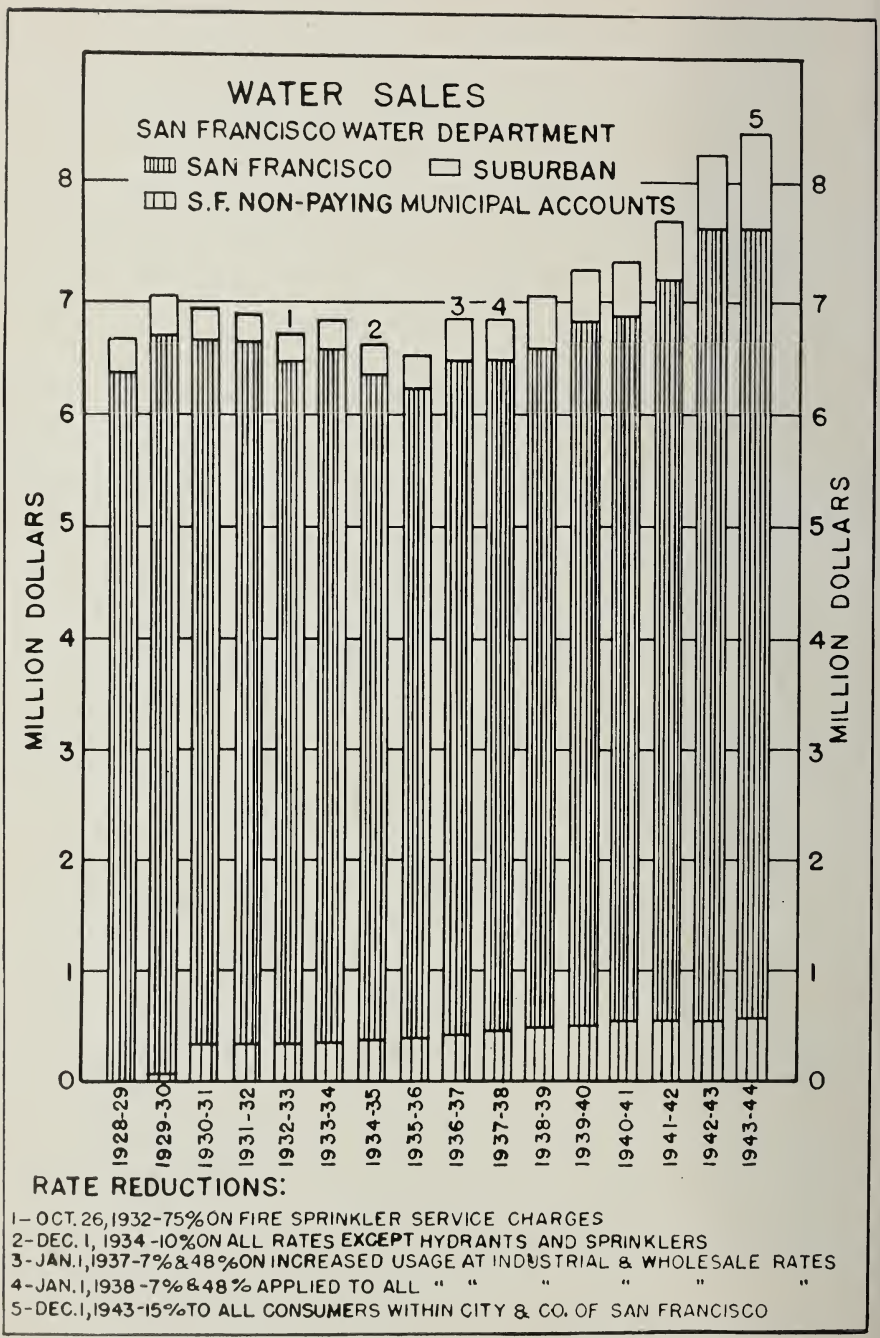
Statistics and data relative to the activities of the Sales Division are appended.

ENGINEERING DIVISION

The past year has been one of increased activities, as compared to the previous year, due to new and more favorable regulations of the War Production Board. The granting of satisfactory priorities and allotments of strategic materials under these regulations made possible an increased amount of construction work. Construction of new houses in San Francisco necessitated the installation of considerable footage of cast iron pipe and more than twelve hundred new services.

Plans and specifications were prepared for 21 formal and 2 informal Water Department contracts which were awarded for a total estimated amount of $492,406.13. Engineering supervision and inspection services were provided for $178,708.86 worth of contract work actually completed during the year.

Of the 21 formal contracts awarded during the fiscal year 1943-44, 11 were for cast iron main extensions, 7 of which were awarded to the Water Department in an amount totaling $35,521.45. Four of these contracts, totaling $10,499.30, were completed by the department during the year at a total cost of $7,867.50 or $2,581.60 less than the bid price. Due to war activities contractors generally have not been greatly interested in bidding this type of work; as a result in several instances the Water Department was the only bidder. Under these conditions the department's practice of bidding on cast iron main extensions has been most effective in keeping the cost of these installations at a reasonable figure.


WATER SALES
SAN FRANCISCO WATER DEPARTMENT
SAN FRANCISCO
SUBURBAN
S.F. NON-PAYING MUNICIPAL ACCOUNTS
MILLION DOLLARS
MILLION DOLLARS
0
1
2
3
4
5
6
7
8
1
2
3-4
5
1928-29
1929-30
1930-31
1931-32
1932-33
1933-34
1934-35
1935-36
1936-37
1937-38
1938-39
1939-40
1940-41
1941-42
1942-43
1943-44
RATE REDUCTIONS:
1-OCT. 26, 1932-75% ON FIRE SPRINKLER SERVICE CHARGES
2-DEC. 1, 1934-10% ON ALL RATES EXCEPT HYDRANTS AND SPRINKLERS
3-JAN. 1, 1937-7% & 48% ON INCREASED USAGE AT INDUSTRIAL & WHOLESALE RATES
4-JAN. 1, 1938-7% & 48% APPLIED TO ALL " " " " " "
5-DEC. 1, 1943-15% TO ALL CONSUMERS WITHIN CITY & CO. OF SAN FRANCISCO

Favorable action finally obtained from the War Production Board made possible the commencement of construction of the new San Andres Outlet No. 3. The priority granted provided for the construction of the outlet shaft with control gates and adits, and the outlet tunnel, but due to scarcity of steel plates, excluded construction of the pipe lines connecting this new outlet with San Andres transmission lines No. 1 and No. 2. Construction of these connecting pipes will be undertaken as soon as conditions permit.

In order to take advantage of the draining of San Andres reservoir necessary to permit construction of the San Andres Outlet No. 3, plans and specifications were prepared for the construction of a new outlet shaft and adits to replace the original Bald Hill outlet, which is in a precarious condition.

It was the considered opinion of the department that draining San Andres reservoir to permit of this construction would never again be economically feasible due to the prohibitive cost of pipe lines, and pumps of increased capacity, required to maintain adequate service to San Francisco. This work at Bald Hill comprises the first stage in the ultimate replacement or reconstruction of the existing inadequate outlet shaft, adits and tunnel, which were severely damaged in the 1906 earthquake and cannot be relied upon for continuous service. Application was made to the War Production Board and satisfactory priorities granted to enable the construction to proceed. Bids for this work, estimated to cost $136,250.00, will be received on July 11, 1944.

Construction of the Naval Air Transport Station at the San Francisco Airport made necessary certain extensions and improvements of the water system at this airport so that adequate fire protection service would be available to the Navy's installation and to the United Air Lines. This involved two contracts, each of which provided for laying some 720 feet of 12-inch cast iron main. One of these installations was an extension to serve the Navy's facilities and the other a line in San Felipe Avenue, San Bruno, to connect the San Francisco Airport supply main at El Camino Real to the 60-inch Crystal Springs pipe line in Elm Avenue.

Plans and specifications were prepared for a 10-inch cast iron main, approximately 2,650 feet long, to replace the existing 10-inch steel pipe in Santa Rita road, near Pleasanton, serving the Town of Pleasanton. The 10-inch steel main had deteriorated to such extent that repairs were impracticable and the line was unfit for further service.

In July, 1943, serious leakage developed in several joints of the 42-inch submarine pipe crossing Newark slough, in Alameda County, due to the lateral displacement of the supporting and brace piles. Studies were made of several methods of making repairs, as a result of which it was decided to lay a 36-inch diameter welded steel pipe, of 7/16-inch plate, inside the 42-inch submarine line and grout the annular space between these pipes with a mortar of cement and sand. The cost of this work was estimated at $14,723.58. It is expected that the method adopted will provide the necessary rigidity to prevent further deflection of the joints and assure as far as possible a permanent repair. The Public Utilities Commission, by resolution No. 5838, declared an emergency and authorized the Water Department to perform the work. As of June 30, 1944, the work was completed except for grouting and final testing of the line.

Temporary removal of the 42-inch line across Newark slough from service reduced the maximum combined delivery through the Bay Crossing pipe lines No. 1 and No. 2 from 114 million gallons daily to approximately 80 million gallons daily. This capacity was increased to 98 million gallons daily by installing the

original contemplated cross-connection between these two pipe lines at the Newark gate house.

Considerable work was done during the year in developing a postwar construction program. To this end an Individual Construction Project Prospectus sheet, on forms prepared by the City Planning Commission, was prepared for each of 32 projects, the total cost of which is estimated to amount to approximately $15,000,000, based on 1939 costs.

Various other work involving preparation of property descriptions, granting of revocable permits and preparing terms and conditions for land transactions was performed by the Engineering department. Normal activities relative to operation and maintenance of the Water department were carried on during the year.

The usual amount of service was rendered to other departments of the Public Utilities Commission. Photostatic and photographic work was done for all city-owned utilities, as well as considerable work in connection with the scheduled acquisition of the Market Street Railway.

Work performed for the Municipal Railway included preparation of plans and specifications for contracts for repairing skylights and roof parapet walls, interior painting, extension of steam heating system, and installation of telephone conduit and wiring for electric light and power service, all at the Geary Street carhouse.

For the Airport Department, plans and specifications were prepared for an extension to the Administration Building at the San Francisco Airport.

The Engineering Department was obliged to operate throughout the year with a small staff. Several vacancies in permanent positions caused by men being on military or war leave remain unfilled due to curtailment of appropriations for such employments and scarcity of qualified men.

A brief description of work performed under contract during the year follows:

A—Formal Contracts:

1.—Additions to City Pipe System:

In all contracts involving the laying of cast iron pipe or the installation of services, the contractor is required to obtain the pipe and fittings from the Water Department. The cost of this material, the cost of connections made by the department's forces, and engineering and inspection costs are included in the following stated contract costs. In cases where the Water department acts as the contractor, the cost given is the actual cost of the completed work.

Contract No. 323.—For the laying of 700 feet of 4-inch cast iron pipe to replace a 2-inch main in Francisco and Leavenworth Streets, was awarded to the Water Department on December 29, 1941. This contract was cancelled July 10, 1944, owing to failure of the War Production Board to approve.

Contract No. 343.—Covered the installation of 87 services, 650 feet of 4-inch and 1000 feet of 8-inch cast iron pipe in Cambridge Street and West View Avenue. This contract was awarded to the Water Department on June 7, 1943, and work was completed October 8, 1943, at a cost of $3,529.59.

Contract No. 344.—Provided for the installation of 18 services and 900 feet of 8-inch cast iron pipe in Geneva Avenue between Brookdale Avenue and Carrizal

Street. The contract was awarded to the Water Department on June 7, 1943, and was completed July 3, 1943, at a cost of $1,981.92.

Contract No. 345.—For the laying of 4,150 feet of 16-inch cast iron pipe in Quesada Avenue and Griffith Street was awarded to W. J. Tobin on June 7, 1943, and work was completed on July 31, 1943, at a cost of $27,955.12.

Contract No. 346.—Provided for the laying of 1,600 feet of 8-inch cast iron pipe in Oakdale Avenue between Bayshore Boulevard and Selby Street. The contract was awarded to E. J. Tobin on June 28, 1943, and work completed on August 18, 1943, at a cost of $4,206.19.

Contract No. 347.—Covered the installation of 18 services and 450 feet of 8-inch cast iron pipe in Iowa Street between 18th and 19th Streets. The contract was awarded to the Water Department on July 6, 1943, and work completed on October 26, 1943, at a cost of $1,040.84.

Contract No. 352.—Provided for the installation of 33 services and 1,040 feet of 6-inch cast iron pipe in 45th and 46th Avenues between Noriega and Ortega Streets. The contract was awarded to the Water Department on October 11, 1943, and work was completed on November 26, 1943, at a cost of $2,413.97.

Contract No. 353.—Covered the installation of 14 services, 375 feet of 2-inch and 700 feet of 6-inch cast iron pipe in San Bruno Avenue and Bayshore Boulevard. The contract was awarded to W. J. Tobin on September 20, 1943, in the amount of $2,859.00, but due to failure of the contractor to commence work the Manager of Utilities was, on November 22, 1943, authorized by the Public Utilities Commission to employ the necessary labor, materials and equipment for this installation. Water Department forces completed the work on January 28, 1944.

Contract No. 354.—Covered the installation of 24 services, 540 feet of 6-inch and 165 feet of 8-inch cast iron pipe in 38th and 39th Avenues and Vicente Street. The contract was awarded to the Water Department on October 11, 1943, and work was completed on February 23, 1944, at a cost of $1,911.71.

Contract No. 359.—Provided for the installation of 31 services, 680 feet of 6-inch and 325 feet of 8-inch cast iron pipe in 47th Avenue and Vicente Street. The contract was awarded to the Water Department on February 14, 1944, and work was completed May 23, 1944, at a cost of $2,501.02.

Contract No. 360.—Provided for the installation of 46 services, 550 feet of 6-inch and 510 feet of 8-inch cast iron pipe in 41st and 43rd Avenues and Ulloa and Vicente Streets. The contract was awarded to W. J. Tobin on February 21, 1944, and work completed March 25, 1944, at a cost of $3,637.68.

Contract No. 361.—Covered the installation of 62 services, 1,120 feet of 6-inch and 60 feet of 8-inch cast iron pipe in Brookdale Terrace north of Geneva Avenue. The contract was awarded to W. J. Tobin on March 6, 1944, and work completed on April 27, 1944, at a cost of $3,479.57.

Contract No. 362.—For the laying of 2,600 feet of 12-inch cast iron pipe for the supply and discharge lines for Lane Street pumps, from 3rd Street and McKinnon Avenue to a point on Keith Street north of LaSalle Avenue. The contract was awarded to the Water Department on April 17, 1944, for an estimated bid price of

$16,569.50. The work was 33 per cent completed as of June 30, 1944. Delay in completion of this work was due to inability to secure sufficient labor.

Contract No. 363.—Provides for the installation of 131 services, 1,580 feet of 6-inch and 1,820 feet of 8-inch cast iron pipe in various locations throughout the Sunset and Parkside districts. The contract was awarded to W. J. Tobin on April 3, 1944, for an estimated bid price of $11,245.75. On June 30, 1944, the work was 44 per cent completed, it being delayed due to street grading operations by other contractors.

Contract No. 365.—Includes the installation of 55 services, 1,220 feet of 6-inch and 700 feet of 8-inch cast iron pipe in 41st, 42nd, 43rd and 47th Avenues and Ortega Street. The contract was awarded to the Water Department on May 15, 1944, for an estimated bid price of $6,135.40. The work was 90 per cent completed as of June 30, 1944. Delay in completion is due to interference of other contractors.

Contract No. 367.—For the laying of 700 feet of 8-inch cast iron pipe in Jefferson and Hyde Streets was awarded to the Water Department on June 19, 1944, for an estimated bid price of $2,367.25. As of June 30, 1944, work on this contract has not started.

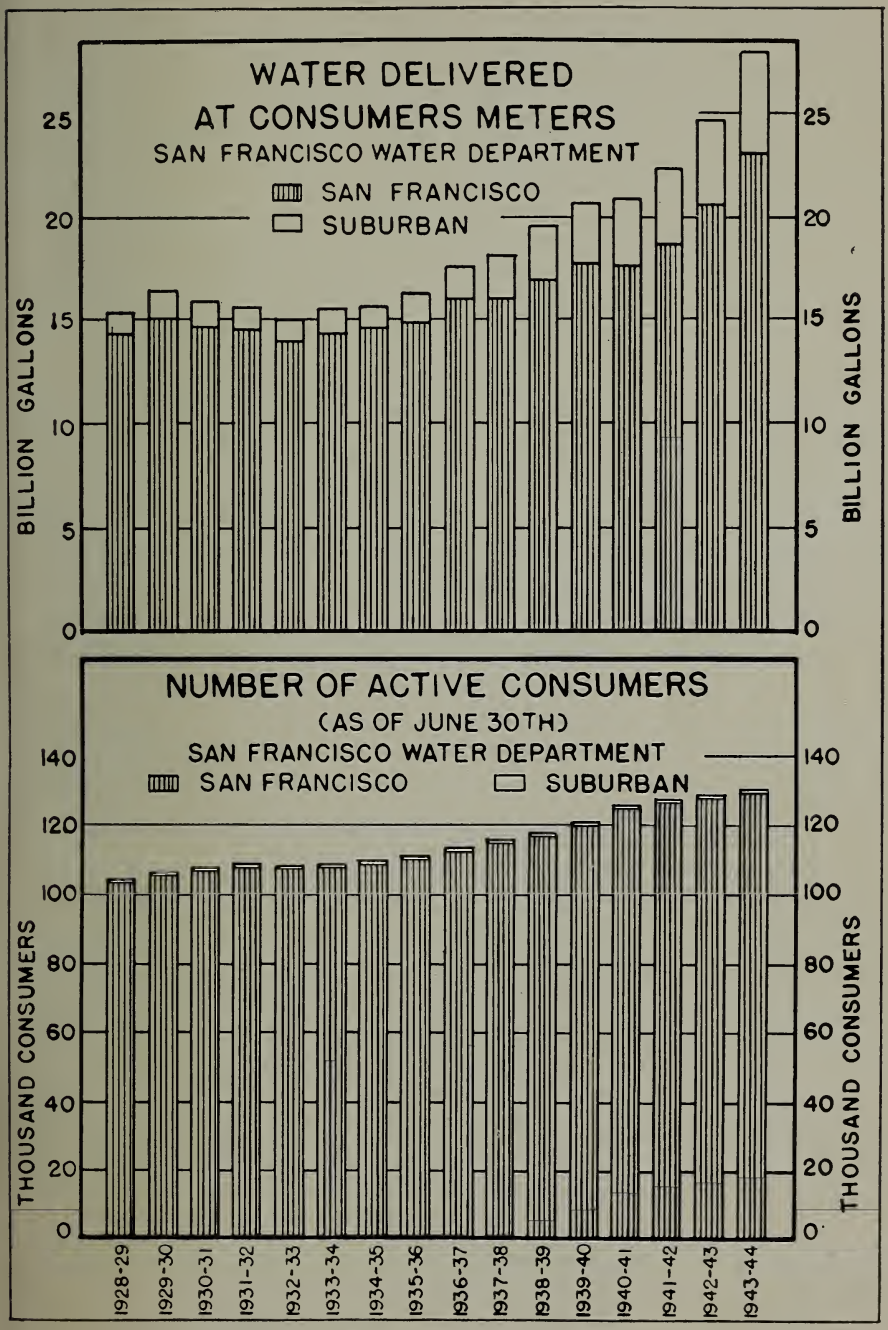
2.—Additions to Supply and Transmission Facilities:

Contract No. 333.—Provides for alterations to the Pulgas pumping station on the Bay Crossing pipe line. Two of the three existing 500 h.p. pumping units are to be removed and replaced with 250 h.p. units to be taken from the installation at San Lorenzo pump station. On April 27, 1942, a contract was awarded to the Water Department for an estimated bid price of $5,399.00. No work has been done to date as the War Production Board regulations do not provide for granting of priorities for this class of construction.

Contract No. 337.—For the construction of San Andres Outlet No. 3 was awarded to R. G. Clifford and Peter Sorensen on February 21, 1944 for an estimated bid price of $345,222.00. As of June 30, 1944, work was 16 per cent completed.

This contract covers the construction of a new reinforced concrete outlet shaft on San Andres reservoir, 14 feet inside diameter and 66 feet deep; three reinforced concrete lined adits of horseshoe section, 5 feet 6 inches wide by 6 feet three inches high, aggregating approximately 454 feet in length; an open cut inlet channel leading from the lake to the adits, involving some 17,000 cubic yards of excavation; a concrete outlet tunnel of horseshoe section, 9 feet 6 inches wide by 8 feet 6 inches high approximately 1,280 feet in length; and a concrete lined tunnel 8 feet 6 inches wide by 7 feet 6 inches high, approximately 450 feet long, which will accommodate a portion of the proposed 60-inch Sunset supply pipe.

In the outlet shaft, connecting each adit to a 60-inch diameter steel standpipe by means of steel piping and castings, will be a 48-inch control valve, furnished by the city. Ultimately a second 48-inch gate valve will be provided at each level, the installation of which is now held up due to lack of a priority rating. Access to these valves is provided for by means of a series of steel ladders, each terminating on a platform of steel grating.


WATER DELIVERED
AT CONSUMERS METERS
SAN FRANCISCO WATER DEPARTMENT
SAN FRANCISCO
SUBURBAN
BILLION GALLONS
0
5
10
15
20
25
NUMBER OF ACTIVE CONSUMERS
(AS OF JUNE 30TH)
SAN FRANCISCO WATER DEPARTMENT
SAN FRANCISCO
SUBURBAN
THOUSAND CONSUMERS
0
20
40
60
80
100
120
140
1928-29
1929-30
1930-31
1931-32
1932-33
1933-34
1934-35
1935-36
1936-37
1937-38
1938-39
1939-40
1940-41
1941-42
1942-43
1943-44

This new outlet will provide the means of drawing water from San Andres reservoir for delivery to Sunset reservoir in San Francisco, through the proposed 60-inch Sunset supply pipe, which is urgently needed to augment the supply to the higher districts in San Francisco. Connections to the 44-inch pipe originating at Bald Hill outlet and to the 54-inch pipe from the north San Andres outlet will provide complete flexibility of operation in the event of damage to any one of the three outlets. These connections will be constructed as soon as priorities are available.

Contract No. 350.—For the construction of a prestressed concrete tank on Forest Hill near 11th Avenue and Mendosa Avenue, San Francisco, was awarded to De Luca and Son on August 16, 1943, for an estimated bid price of $20,629.50. Work was 65 per cent completed on June 30, 1944. Delay in completion of this work is due to the inability of the contractor to secure the required grade of steel for the prestressed bars.

This tank, of 300,000 gallon capacity, has an inside diameter of 45 feet and is approximately 28 feet high with a domed roof of reinforced concrete. After the tank has been prestressed by means of the steel hoop bars, a covering of gunite two inches in thickness will be applied over these bars.

With completion of this tank in the near future, the storage capacity available for the Forest Hill district still amounts to less than one day's supply. The proposed postwar construction provides for a reservoir on Twin Peaks at 800 feet elevation of not less than 10 million gallons capacity to provide adequate storage for the Forest Hill district.

Contract No. 356.—For the laying of a 12-inch cast iron main at San Francisco Airport, San Mateo County, was awarded to Martin Murphy on February 7, 1944, and work completed on April 5, 1944, at a cost of $9,626.52, including inspection costs. The pipe and practically all fittings were furnished by the Water Department.

Under this contract a pipe to supply the new Naval Air Transport station was laid from the existing 12-inch header pipe, at the United Air Lines hangar, approximately 730 feet northerly to the Navy's 12-inch line at which point two 8-inch meters were installed.

At the request of the United Air Lines the pipe was routed to avoid their proposed building sites and eight 8-inch outlets for future sprinkler service were provided. The cost of this work, which amounted to $1,384.41, was paid for by the United Air Lines, making the net cost to the city $8,242.11.

With completion of this pipe line, together with the 12-inch line on San Felipe Avenue, San Bruno, laid under contract No. 358, and the Navy's tank and pumps at the Naval Air Transport station, adequate fire protection service is available to the United Air Lines hangars as well as the Naval Air station facilities.

Contract No. 358.—For the laying of a 12-inch cast iron main in San Felipe Avenue, San Bruno, San Mateo County, was awarded to W. J. Tobin on February 7, 1944, and work was completed May 5, 1944, at a cost of $5,366.29, including inspection costs. All pipe and fittings were furnished by the city.

Under this contract a 12-inch cast iron pipe was laid on San Felipe Avenue from the 60-inch Crystal Springs pipe line in Elm Avenue to the west side of El Camino Real, a distance of approximately 720 feet, at which point a connection was made to the existing 12-inch main supplying the San Francisco Airport.

With this new 12-inch line in service the San Francisco Airport will be supplied from the 60-inch Crystal Springs pipe line, which normally operates under higher pressure than the 44-inch Crystal Springs line in El Camino Real, from which service previously was rendered. In an emergency the airport can also be supplied at a still higher pressure from the 44-inch San Andres pipe, also located in El Camino Real.

Contract No. 364.—For the construction of a 10-inch cast iron main in Santa Rita road, near Pleasanton, Alameda County, was awarded to Martin Murphy on June 19, 1944, for an estimated bid price of $10,642.00. As of June 30, 1944, no work on this contract has been done.

This contract involves the installation of approximately 2,650 feet of pipe extending from the Town of Pleasanton's concrete cistern, on the north bank of Arroyo del Valle, northerly along the Pleasanton-Santa Rita road to the Pleasanton supply well opposite Black Avenue. At present the Water Department supplies water to the Town of Pleasanton from this well through a 10-inch steel main which is in such poor condition that replacement was imperative.

3.—Miscellaneous Contracts:

Contract No. 348.—Covered the repaving of street and sidewalk openings made by the department for installation or repair work during the fiscal year 1943-44. The contract was awarded to Pacific Pavements Company, Ltd., on June 21, 1943, and terminated on June 30, 1944. Payments made under the provisions of this contract amounted to $23,604.13. Repavement over trenches opened by other contractors performing work for the department is not included under this annual paving contract as each contractor must provide for his own repaving.

Contract No. 349.—For the grading of Sunset reservoir lot on the west side of 24th Avenue between Ortega and Quintara Streets was awarded to Rosenberg Brothers Grading Company on August 2, 1943. Work was completed on August 25, 1943, at a cost of $1,439.50.

The work involved the excavation of approximately 5,400 cubic yards of material, 1,000 cubic yards of which was used in making fills; the balance being otherwise disposed of. Completion of this work greatly improved the appearance of the Water Department's property facing 24th Avenue.

Contract No. 355.—For painting Tesla Portal buildings was awarded to Deemer and Deemer on October 25, 1943, and completed December 30, 1943, at a cost of $1,430.00.

Under this contract the chlorinator building, pump house, caretaker's house and garage, located in San Joaquin County at the easterly end of the Coast Range tunnels of the Hetch Hetchy aqueduct, were painted.

Contract No. 357.—Covered the construction of a fence at the Baden pumping station in San Mateo County. The contract was awarded to the Cyclone Fence Division of the American Steel and Wire Company on January 24, 1944, and work completed April 7, 1944, at a cost of $1,613.85.

Construction under this contract was requested by the Army as a protective measure. A chain-link fence 7 feet in height and totaling 830 feet in length was constructed to enclose the Baden pump station, the transformer bank and all outside operating valves.

Contract No. 369.—For alterations on the third floor of the San Francisco Water Department building at 425 Mason Street, was awarded to Carlsen and Franz on June 19, 1944, for the lump sum price of $4,281.00. As of June 30, 1944, no work was completed under this contract.

These alterations will provide additional space for bookkeeping machine operators, addressograph room, and the collectors' room.

B—Informal Contracts:

The following jobs involving less than $1,000 were done under a work order issued after posting a notice of invitation for bids and the receipt of informal bids:

Informal Bid No. 72.—For the construction of a concrete sidewalk on the west side of 24th Avenue between Ortega and Quintara Streets was performed by Love and Haun at a cost of $669.50.

Informal Bid No. 73.—For interior painting in the Public Utilities Commission offices, in the City Hall, was awarded to the Department of Public Works for the lump sum price of $484.70. As of June 30, 1944, no work was performed under this contract.

AGRICULTURAL DIVISION

On July 1, 1944, the area of land owned in fee was 63,766.732 acres, which was 72.018 acres less than the acreage shown in the last annual report. This decrease is made up as follows:

		Acres
Purchases: Lot 10, Block 4675, Pt. Lot 9, Block 4675, for Keith Street tank		0.206
Sales: Portion of Parcel 26, South San Francisco Marsh Land, sold to A. J. Dowling	2.250	
Portion of Parcel 71, Pleasanton Lands, sold to Hansen and Orloff	21.056	
Portion of Parcel 84, Santa Clara County Lands, sold to Peter Covo	45.960	
Lot 5-A, Lake Merced Lands, transferred to Department of Public Works	2.958	72.224
Total decrease in acreage		72.018

Of the above total area 34,818 acres are leased under 170 leases. Changes in the leased area during the year were as follows:

Increases:	S. Cozzolino	2.0	acres	
	H. Jennings	0.41	acres	
	E. Mello	14.5	acres	
	N. D. Pennington	2.0	acres	
	J. E. Shoemaker	14.5	acres	
	A. Stagnaro	6.426	acres	
	O. H. Taylor	5.0	acres	
	Varni & Sons	2.0	acres	46.836
Decreases:	Hansen-Orloff Co. (sold)			20.0
	Total increase in rented area			26.836

YIELD OF TWO MATURE CORK OAKS AT MILLBRAE
Seedlings ready for planting in foreground.

SUMMARY

Kind of Lease	Acreage Leased	No. of Tenants	Income
Agricultural:			
Cattle	29,118.00	13	$40,248.05
Cash Rentals	2,864.35	76	8,249.95
Share Crop	2,532.00	10	14,436.26
Non-Agricultural:			
Cash Rentals	293.65	69	10,118.01
Taxes Paid	.....	...	164.65
Royalties	10.00	2	6,716.62
	34,818.00	170	$79,933.54
Walnut Orchard:			
Sale of Walnuts	100.00	...	49,552.64
	34,918.00	...	$129,486.18

Cattle Leases:

During the lease year 1943-44, there were 13 cattle leases with a total acreage of 29,118 acres. The rental income from these properties was $40,248.05, being the largest income to date.

Due to wartime conditions an unprecedented demand for cattle land developed resulting in unusually high bidding at the time of renewal of leases. The sliding scale, which is the percentage charged over the basic bid rental and is based on the selling price of cattle during July, amounted to 45 per cent, which is the highest on record. This compares to 28 per cent in 1942 and 8 per cent the previous year. The 1944 cattle prices, however, are expected to be somewhat lower due to an unusually dry winter resulting in poor feed and subsequent poor grade of cattle.

Share Crops:

There were 10 leases on a share crop basis involving 2532 acres. The city's share of these crops, which is in all but one case a one-quarter share, amounted to $14,436.26, which was a decrease of $220.72 over the previous year.

The 1944 crops, due to shortage of labor and other conditions, are limited to hay and grain. A critically dry winter and spring is expected to lower the yield but this will be offset by an increase in prices.

Walnut Orchard.

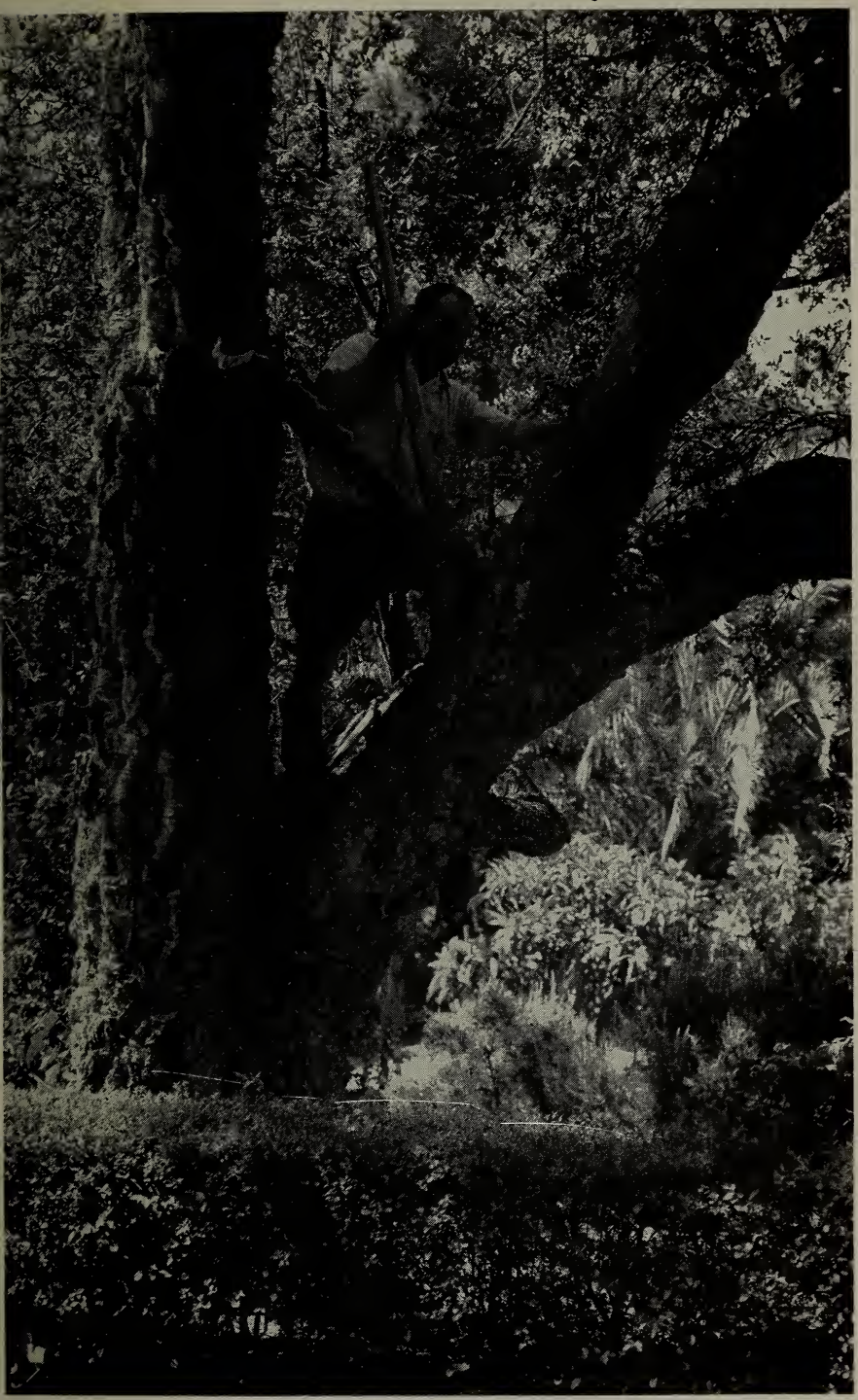
The 1943 crop of walnuts produced the largest income in the history of the walnut orchard. Gross valuation of walnuts amounted to $49,552.64, as compared to $44,000.73 in 1942.

Although the yield was much lighter than the peak production in 1942, the price per pound was the highest on record due to wartime conditions. Yield in 1943 was 188,590 pounds as compared to 254,594 pounds in 1942. The average price received for merchantable nuts was 27.03 cents per pound as compared to the previous year in which the average was 20.28 cents per pound.

Harvesting costs were considerably reduced and only six tons were dried "outside."

Another wartime condition caused the price of culls to jump from a few cents per pound to 14.8 cents per pound on culls and 8 cents per pound on blows. These prices were considered top prices for merchantable walnuts several years ago.

The orchard has been suffering from a period of high yields which have been



STRIPPING CORK OAK TREE
Tree is located on Water Department property at Millbrae.

a strain on the vitality of the trees. "Dieback" made its appearance in the orchard after an absence of three years, following a winter of early frosts and unusually low precipitation. Although there is no known cause or control of this disease, it generally follows the above conditions especially when the resistance of the trees is low.

To offset this and other conditions a systematic program of "building up" the orchard was instituted immediately following the harvest of the crop, through covercropping, fertilization, aphid control and irrigation.

The new irrigation system was used for the first time and this is expected not only to improve the size and quality of the walnuts but to give the trees that extra resistance which is so badly needed.

Fencing and Boundary Lines:

Fencing work on the properties was confined to the repairs and upkeep of boundary fences. All labor was furnished by the tenants and the material was furnished by the Department.

Care of Properties:

The usual weed and rodent control was carried on in cooperation with the county and district inspectors as in former years.

Cork Oak Project:

Over 1,050 cork seedlings were planted in February near the Pulgas Water Temple at Crystal Springs Reservoir. This is the largest cork oak plantation in the United States. A track of 44 acres in Alameda County near the Calaveras Reservoir was turned over to the United States Department of Agriculture for experimental cork oak plantings. The trees will eventually revert to the city.

The purpose of the cork plantings are threefold: (1) as a soil conservation measure; (2) beautification of watershed lands, and (3) future revenue to the city.

The first commercial cork "stripping" in the United States took place on Water Department property from 22 mature trees yielding 2,172 pounds of commercial virgin bark and is actually the birth of a new industry. Cork produced in California is the equal in quality to the cork of Portugal and the Mediterranean countries. The mature trees are located at Millbrae, Niles, Sunol and Pleasanton.

WALNUT CROP AND VALUE DURING CITY OWNERSHIP

	Total Yield Pounds	Gross Value	Net Cash Received	Association Charges % of Gross *	Packing House Charges Per lb.
1930	110,361	$23,905.44	$20,024.55	12.06	$.0138
1931	91,570	13,778.73	12,272.73	10.90	.0091
1932	206,795	28,994.25	20,391.18	29.80	.0070
1933	153,080	23,635.21	17,905.45	24.40	.0073
1934	136,672	18,039.52	13,236.00	26.60	.0059
1935	209,095	27,359.11	22,719.87	17.80	.0045
1936	187,605	27,865.13	24,947.57	11.73	.0046
1937	179,954	23,808.71	21,102.05	11.36	.0042
1938	258,934	36,812.05	31,801.16	15.76	.0090
1939	153,770	12,747.35	11.366.74	16.52	.0124
1940	90,148	13,570.25	11,671.08	12.83	.0100
1941	239,062	37,182.09	29,807.07	19.85	.0088
1942	254,594	45,744.85	44,000.73	3.81	.0068
1943	188,590	49,552.64	48,373.84	2.38	.0063

*Includes cost of surplus control, operating reserve and revolving fund in addition to actual Association charges for marketing expense.

THE WALNUT ORCHARD
View showing irrigation under way from recently installed system.

ACCOUNTING AND AUDITING

The accounts of the San Francisco Water Department are maintained strictly in accordance with the requirements of the State Railroad Commission and Section 64 of the Charter, which provides for supervision and control by the Controller and the accounts of the Department have been so coordinated with the Controller's system that no encumbrance or expenditures against budget estimates can be incurred without prior certification from the Controller that funds are available. As provided in Ordinance 9.0621, an annual audit of the Department is made as of June 30 by a firm of certified public accountants. The accountant's report is not available at the time the Department's financial statement goes to press, hence, there may be minor differences between the two reports due to reclassifications and adjustments made by the accountants.

COMMENTS ON FINANCIAL STATEMENTS
GENERAL BALANCE SHEET
EXHIBIT A

Following the practice adopted in 1938-39 the General Balance Sheet (Exhibit A) is shown in narrative form instead of the conventional form.

An analysis of the disposition of Earned Surplus, together with additions thereto and deductions therefrom is shown in the body of these comments and also on Schedules C and D.

SAN FRANCISCO WATER DEPARTMENT
INCOME STATEMENT
EXHIBIT B

Gross sales of water for the fiscal year 1943-44 were $8,412,694.74. Deduction of allowances and refunds made to various consumers leaves net water sales of $8,367,222.01, an increase of $131,553.15 over fiscal year 1942-43.

Other income amounts to $146,623.43, an increase of $7,318.72 over the previous year.

Operating expenses increased $143,345.45 over prior year. The largest function to increase was guarding of Water Department properties by our own guards. The California State Guard assumed this responsibility in the year 1942-43. This item increased $117,188.73 over previous year. Other items in this group of general accounts showed a decrease of $21,519.82, or a net increase of $95,668.91.

Increase in Pumping, Purification, and Transmission expense in amounts $13,496.91, $14,282.51 and $2,414.90, is warranted due to the fact that the average daily delivery of water in gallons in the year 1942-43 amounted to 77,784,310 while in the year 1943-44 the daily delivery of water amounted to 87,498,798, or an increase of 9,714,488 gallons per day. Commercial expenses increased $26,616.66 due principally to increased billing with its attendant factors.

Source of Supply Expenses decreased $22,354.40 due to inability to carry on such work as painting pipe lines, cleaning up brush on watershed, and maintaining fireguard areas, which work had to be postponed on account of shortage of labor. Taxes paid to outside counties decreased $7,508.31, while Provision for Depreciation increased $11,737.95 and Municipal Taxes—Comparison increased $8,990.32. The latter account represents free water delivered to other city departments in lieu of taxes.

Following is a statement showing increases and decreases in Operating Expenses for the year under review:

Operating Expenses:	Increase	Decrease
Source of Water Supply	.....	$22,354.40
Pumping	$13,496.91	.....
Purification	14,282.51	.....
Transmission and Distribution	2,414.90	.....
Commercial Division	26,616.66	.....
Administrative and General	95,668.91	.....
Taxes—Actual	.....	7,508.31
Provision for Depreciation	11,737.95	.....
Municipal Taxes—Comparison	8,990.32	.....
Net Increase	.....	143,345.45
	$173,208.16	$173,208.16

DISPOSITION OF EARNED SURPLUS

Exhibits C and D show surplus for past twelve months and composition of surplus accumulated to date. Following is a statement of the disposition of surplus arising from operations, together with additions and deductions not strictly confined hereto:

	To June 30, 1943	Year 1943-44	To June 30, 1944
Surplus—			
Contributed to:			
General Fund	$11,297,090.24	$1,906,020.00	$13,203,110.24
Hetch Hetchy Water Supply	3,641,363.73	209,294.28	3,850,658.01
Hetch Hetchy Power	4,170.00	.....	4,170.00
Appropriated for:			
Bond Redemption—Spring Valley	13,000,000.00	1,000,000.00	14,000,000.00
Bond Redemption—1933 Water Distribution	3,657,594.33	563,000.00	4,220,594.33
Additions and Betterments	7,138,859.79	.....	7,138,859.79
Additions and Betterments—Lake Merced Proj.	250,000.00	250,000.00	500,000.00
Purchase of Land	22,858.50	.....	22,858.50
Other Purposes	31,268.70	.....	31,268.70
Surplus	289,439.40	33,217.14	322,656.54
	$39,332,644.69	$3,961,531.42	$43,294,176.11
Add:			
Initial Earnings—Excess Earnings Spring Valley Water Company	$4,152,652.24	.....	$4,152,652.24
Valuation Municipal Water Works	100,000.00	.....	100,000.00
Grants Earned on Federal Projects	2,358,987.60	.....	2,358,987.60
Surplus Material and Equipment from Construction Projects	381,367.16	.....	381,367.16
Land Sales	36,569.47	$1,671.99	38,241.46
Bond Premiums	821,684.38	.....	821,684.38
Reservoir Sites and Aqueducts	20,091.00	.....	20,091.00
Airport Pipe Line—Transferred	20,898.83	.....	20,898.83
City of Palo Alto	234,271.90	.....	234,271.90
United States Army—Moffett Field	14,000.00	.....	14,000.00
California Water Service Company	56,000.00	.....	56,000.00
Miscellaneous Additions	127,257.76	.....	127,257.76
Treasure Island Pipe Line and Reservoir	97,218.13	.....	97,218.13
Lake Merced Improvements	15,052.05	.....	15,052.05
	$8,436,050.52	$1,671.99	$8,437,722.51
Deduct:			
Contribution to General Fund	$11,297,090.24	$1,906,020.00	$13,203,110.24
Deficit County Line Water Works	19,189.15	.....	19,189.15
Payment to Spring Valley Water Company for purpose of enabling City to take over properties in advance	745,274.31	.....	745,274.31
Land Contributed to City	143,121.07	6,478.22	149,599.29
Contribution to Other Public Service Enterprises	3,645,536.73	209,294.28	3,854,831.01
Miscellaneous Deductions from Surplus	166,717.21	(a)6,973.12	173,690.33
Depreciation due to Revaluation	8,482,295.33	.....	8,482,295.33
Depreciation not Funded (Accrued since 3-3-30)	5,153,835.34	930,984.87	6,084,820.21
	$29,653,059.38	$3,059,750.49	$32,712,809.87
	$18,115,635.83	$903,452.92	$19,019,088.75

(a) Loss on sales of land $5,068.20
(a) Adjustment of Net Income 1,904.92
$6,973.12

SAN FRANCISCO WATER DEPARTMENT
EXHIBIT A
BALANCE SHEET—JUNE 30, 1944

ASSETS

PROPERTIES:
This is the original cost of construction of properties purchased from Spring Valley Water Company in 1930 and additions made since by the Water Department. Of the total $72,415,219.58 is for completed projects and $121,332.54 for work not yet completed..... $72,536,552.12
Estimated Loss in Service Value due to wear and tear..... 24,988,470.89

Remaining Service Value of Properties now in use..... $47,548,081.23

CASH:
We have cash deposited with the Treasurer of the City and County of San Francisco totaling $4,311,313.97. Of this amount $1,634,092.50 is for the retirement of bonds maturing July 1, 1944 and for the payment of Bond Interest, $888,670.99 for Additions and Betterments and $258,293.81 for replacement of worn out plant and equipment; $500,000.00 for construction of Lake Merced project when war conditions permit, $584,165.98 for payment of operating expenses, $46,176.91 for purchase of land; $30,000.00 for General Manager's Revolving Fund, and $369,913.78 for a Surplus Fund 4,311,313.97

ACCOUNTS RECEIVABLE:
Water Consumers' bills due the Department amount to $504,909.28; City of Palo Alto $46,691.15 and other creditors $28,024.91. Against this amount is set up a reserve of $36,819.46 to offset any uncollectible accounts, leaving a net of 542,805.88

INTER-FUND ACCOUNTS:
This amount is due the Water Department from other City Departments for monies advanced or work performed, but for which the Water Department has not been paid..... 66,373.36

DEFERRED CHARGES:
Of the total $453,428.79, the sum of $369,324.26 is the amount expended for Materials and Supplies, in stock not yet used; $12,155.04 for cash or credit advanced for work in progress; $71,949.49 advanced to other Public Service enterprises 453,428.79

$52,922,003.23

LIABILITIES

BONDED DEBT:
This is the remaining balance due on amount borrowed by the Water Department in Bonds, which are being repaid at the rate of $1,563,000.00 per year..... $32,633,000.00

BOND INTEREST PAYABLE:
Accrued not due:
$607,500.00 represents six months interest on one lot of bonds maturing July 1 and January 1 of each year and $18,746.66 is one month's interest on a lot of bonds maturing June 1 and December 1 of each year..... 626,246.66
Matured Coupons Unpaid:
This is money due Bond Holders for interest coupons not yet presented for payment..... 17,592.50

ACCOUNTS PAYABLE:
This is money the Water Department owes on materials and for services contracted for but unpaid. This also includes Advances made by Consumers..... 291,105.72

INTER-FUND ACCOUNTS:
Represents money due Public Service Enterprises $1,571.50 and $13,823.71 due other City Departments..... 15,395.21

DEFERRED CREDITS:
$279,211.36 of this amount is the amount expended by the Golden Gate International Exposition for pipe lines to and reservoirs on Treasure Island, less the value of Water furnished them; $38,642.88 is amount of reserve for Accident Insurance and $1,720.15 for other items..... 319,574.39

SURPLUS:
This is the equity of the People of San Francisco in the San Francisco Water Department's System. It represents the amount that the present value of the properties exceed the outstanding obligations 19,019,088.75

$52,922,003.23

SAN FRANCISCO WATER DEPARTMENT
EXHIBIT B—INCOME ACCOUNT
For Twelve Months Ended June 30, 1944 and 1943

	Twelve (12) Months ended June 30		Increase or	Cumulative from March 3, 1930 to
	1944	1943	*Decrease*	June 30, 1944
Sale of Water:				
San Francisco	$6,993,559.64	$7,010,907.28	*$17,347.64*	$89,306,115.58
Outside of San Francisco	785,412.62	641,598.09	143,814.53	5,907,639.70
Municipal Departments—Actual	40,154.90	44,058.96	*3,904.06*	884,718.17
Municipal Departments—Comparison	548,094.85	539,104.53	8,990.32	5,900,214.04
	$8,367,222.01	$8,235,668.86	$131,553.15	$101,998,687.49
Operating Expenses:				
Source of Water Supply	$172,492.40	$194,846.80	*$22,354.40*	$3,640,562.95
Standby Charge and Purchase of Water	661,277.00	661,277.00	.....	2,757,115.00
Pumping	167,253.42	153,756.51	13,496.91	3,484,656.35
Purification	76,403.43	62,120.92	14,282.51	739,392.97
Transmission and Distribution	336,592.98	334,178.08	2,414.90	4,286,472.39
Commercial Division	399,059.89	372,443.23	26,616.66	4,963,573.78
Administrative and General	426,996.66	331,327.75	95,668.91	4,037,371.97
Taxes—Actual	219,336.35	226,844.66	*7,508.31*	3,602,154.35
Provisions for Doubtful Accounts	6,000.00	6,000.00	.....	212,137.07
Provisions for Depreciation	984,484.87	972,746.92	11,737.95	15,407,109.59
Municipal Taxes—Comparisons*	548,094.85	539,104.53	8,990.32	5,916,452.76
	$3,997,991.85	$3,854,646.40	$143,345.45	$49,046,999.18
Profit from Operations	$4,369,230.16	$4,381,022.46	*$11,792.30*	$52,951,688.31
Other Income:				
Rentals, including Crop Shares	$79,933.44	$64,986.85	$14,946.59	$813,468.59
Interest Earned	11,499.89	14,365.00	*2,865.11*	368,907.73
Sale of Walnuts	50,375.11	50,693.58	*318.47*	385,546.46
Miscellaneous	4,814.99	9,259.28	*4,444.29*	125,571.97
	$146,623.43	$139,304.71	$7,318.72	$1,693,494.75
Other Expenses:				
Bond Interest	$1,449,343.31	$1,516,863.35	*$67,520.04*	$25,409,678.03
Agricultural Division	9,340.29	9,376.06	*35.77*	208,569.72
Walnut Orchard Expense	24,098.20	22,753.79	1,344.41	246,249.66
Miscellaneous	2,525.24	3,315.29	*790.05*	53,625.08
	$1,485,307.04	$1,552,308.49	*$67,001.45*	$25,918,122.49
Net Income	$3,030,546.55	$2,968,018.68	$62,527.87	$28,727,060.57

*Water Service to Municipal Departments Offset by Municipal Taxes.

Italic figures denote loss and deficiency.

SAN FRANCISCO WATER DEPARTMENT
EXHIBIT C—SURPLUS ACCOUNT
For Twelve Months Ended June 30, 1944

Surplus—June 30, 1943	$18,115,635.83	
Add:		
Net Income for Twelve Months ended June 30, 1944	3,030,546.55	
Miscellaneous Additions to Surplus	1,671.99	$21,147,854.37
Deduct:		
Contribution to General Fund a/c Hetch Hetchy Bond Interest and Redemption	$1,906,020.00	
Contribution to Hetch Hetchy Water Supply 1943-1944	209,294.28	
Miscellaneous Deductions from Surplus	13,451.34	2,128,765.62
Surplus—June 30, 1944		$19,019,088.75

SAN FRANCISCO WATER DEPARTMENT
EXHIBIT D

COMPOSITION OF SURPLUS—CONDENSED
June 30, 1944

Initial Surplus—March 3, 1930:			
Amortization Contribution (Spring Valley)	$4,152,652.24		
Valuation of Municipal Water Works	100,000.00		
	$4,252,652.24		
Less Additional Allowance for Depreciation—March 1, 1920 to March 3, 1930	2,327,916.67	$1,924,735.57	
Additions:			
Net Profit—March 3, 1930 to June 30, 1944	$28,727,060.57		
Miscellaneous and Year to Year Adjustments	3,743,166.44	32,470,227.01	
Grants Earned on Federal Public Works Projects—Docket 1510	$2,245,000.00		
Grants Earned on Federal Public Works Projects—Docket 1132	113,987.60	2,358,987.60	
Bond Premiums, Less Bond Expense—1933 Water Distribution Bonds		808,292.40	
60% of Cost of Palo Alto Pipe Line a/c Agreement with City of Palo Alto		217,207.04	
Salvage Value of Newark-San Lorenzo Pipe Line Transferred from Hetch Hetchy Water Supply		323,723.34	
Federal Government Expenditures for Labor, Construction of a Roof over Crystal Springs Aqueduct		20,091.00	
Depreciated Value of 12-inch Mains trasferred from San Francisco Airport		20,898.83	
Cash Received under Agreements—Moffett Field and California Water Service Company		70,000.00	$38,214,162.79
Deductions:			
Contributions to General Fund	$13,287,408.24		
Less: Contribution from General Fund a/c P. W. A. Interest and Redemption	84,298.00	$13,203,110.24	
Contributions to Hetch Hetchy Water Supply	$3,850,661.01		
Contributions to Hetch Hetchy Power Division	1,228.59	3,851,889.60	
Lands Contributed:			
To City and County of San Francisco for Streets and Boulevards	$144,289.29		
To Joint Highway Commission for Streets and Boulevards in San Mateo County	5,310.00	149,599.29	
Excess of Adjusted Book Value of Plant Appraisal—December 31, 1937		1,990,474.91	19,195,074.04
Surplus—June 30, 1944			$19,019,088.75

SAN FRANCISCO WATER DEPARTMENT
EXHIBIT E

COMPARATIVE STATEMENT OF OPERATING EXPENSES
For the Fiscal Years Ended June 30, 1944 and June 30, 1943

	Fiscal Year Ending June 30 1944	1943
Source of Water Supply Expenses:		
Superintendence	$27,249.57	$23,993.96
Operating Labor	35,575.35	28,323.03
Operating Supplies and Expenses	14,906.67	13,211.57
Repairs and Maintenance—Buildings, Fixtures and Grounds	80,045.52	101,528.73
Repairs—Surface Facilities	14,715.29	27,757.45
Repairs—Miscellaneous Equipment	.....	32.06
	$172,492.40	$194,846.80
Pumping Expenses:		
Labor—Pumping	$48,336.12	$41,795.41
Labor—Miscellaneous	614.91	2,630.79
Fuel for Steam	23,531.59	19,032.92
Power Purchased	75,273.97	70,472.76
Lubricants	80.35	131.33
Miscellaneous Supplies and Expense	1,984.33	1,325.94
Repairs—Primary Pumping Equipment	7,630.08	10,642.86
Repairs—Boilers and Equipment	418.25	410.61
Repairs—Miscellaneous Equipment	3,499.87	2,379.55
Other Repairs and Gardening	5,883.95	4,934.34
	$167,253.42	$153,756.51
Purification Expenses:		
Superintendence and Labor	$26,467.73	$18,689.62
Supplies and Expense	43,838.01	39,959.06
Repairs—Plant, Structures and Equipment	5,991.44	2,792.02
Repairs and Maintenance—Roads and Trails	106.25	680.22
	$76,403.43	$62,120.92
Transmission and Distribution Expense:		
Superintendence	$34,396.74	$28,562.52
Patrolling Storage Facilities	17,482.36	14,800.86
Meters and Fittings Department	50,083.78	43,342.42
Street Department	20,423.46	21,099.99
Consumers' Premises Expenses	19,740.13	16,200.73
Miscellaneous Supplies and Expenses	7,369.16	7,087.00
Repairs—Transmission Mains and Canals	27,111.90	28,067.00
Repairs—Reservoirs, Tanks and Standpipes	2,136.48	3,320.28
Repairs—Distribution Mains and Canals	60,209.90	71,020.46
Repairs—Service Connections	67,416.98	76,802.13
Repairs—Distribution Buildings	29,009.90	23,323.47
Repairs—Distribution Equipment	1,212.19	551.22
	$336,592.98	$334,178.08

EXHIBIT E—CONTINUED

	Fiscal Year Ending June 30 1944	1943
Commercial Expenses:		
Collections	$124,851.80	$115,147.73
Reading Meters	43,282.00	40,012.83
Bookkeeping Department	126,764.53	112,377.47
General	43,718.91	43,156.59
Inspection and Service	42,370.02	46,987.28
Shipping	18,072.63	14,761.35
	$399,059.89	$372,443.23
Administrative and General Expense:		
Salaries—General Officers	$13,042.90	$11,800.00
Salaries General Office Clerks	46,264.30	46,459.40
Miscellaneous Supplies and Expenses	772.90	5,287.80
Injuries and Damages	816.85	1,333.35
Retirement System Contributions	35,616.94	42,518.52
Mason Street Building Expense	23,783.28	22,513.02
Telephone Service	14,853.27	16,599.73
Guest Cottages and Rest Room	1,374.73	1,071.88
General Engineering	45,593.91	39,966.19
Hydrography	783.04	1,936.00
Miscellaneous	810.97	718.50
Compensation Insurance	8,380.05	9,612.62
Other Insurance	9,633.84	14,824.32
Repairs—Mason Street Building	2,382.50	4,555.48
Repairs—Telephone System	6,259.25	6,808.13
Professional Services	2,165.63	2,300.00
Public Utility Commission Expense	42,791.00	48,494.00
Property Taxes (Outside of San Francisco)	219,290.11	226,844.66
Emergency Civilian Defense	171,717.54	54,528.81
	$646,333.01	$558,172.41

SAN FRANCISCO WATER DEPARTMENT
SCHEDULE No. 1
FIXED CAPITAL IN SERVICE

		Balance June 30, 1944	Balance June 30, 1943	Net Additions 1943-1944
1010	Intangible Capital	$3,183,224.00	$3,183,224.00	.....
1015	Landed Capital	12,412,576.67	12,438,462.59	*$25,885.92*
1020	Buildings, Structures and Grounds	1,115,265.43	1,115,824.75	*559.32*
1025	Source of Supply	19,953,739.31	19,956,547.52	*2,808.21*
1030	Pumping Station Equipment	714,076.08	712,481.18	1,594.90
1035	Purification Capital	149,127.05	146,674.45	2,452.60
1040	Transmission and Distribution Utilities—San Francisco	32,909,039.35	32,772,207.87	136,831.48
1041	Transmission and Distribution—Outside of San Francisco	396,145.91	382,537.51	13,608.40
1045	General Equipment	131,314.35	129,652.73	1,661.62
1046	Automotive Equipment	158,089.39	154,694.60	3,394.79
1048	Non-Operative Capital	28,969.79	28,969.79	.....
1049	National Emergency Equipment	9,821.09	9,821.09	.....
1047	Undistributed Construction Expenditures	1,253,831.16	1,253,831.16	.....
		$72,415,219.58	$72,284,929.24	$130,290.34
	Less Provision for Depreciation	24,988,470.89	24,011,022.35	
		$47,426,748.69	$48,273,906.89	
1400	Construction Work in Progress	103,389.78	27,863.97	
		$47,530,138.47	$48,301,770.86	

Italic figures denote loss and deficiency.

SAN FRANCISCO WATER DEPARTMENT
SCHEDULE No. 2
COMPARISON OF ACTUAL REVENUES AND EXPENDITURES WITH BUDGET ESTIMATES
Fiscal Year 1943-1944

Description	Budget	Twelve (12) Months to June 30, 1944 Revenue Expenditures Accruals	Increase or *Decrease*
City Distribution Division	$410,075.00	$374,859.99	*$35,215.01*
Peninsula Division	313,222.00	256,742.75	*56,479.25*
Alameda Division	96,609.00	78,469.83	*18,139.17*
Standby Charge and Purchase of Water	661,277.00	661,277.00	.....
Purification Division—General	28,306.00	26,879.12	*1,426.88*
Commercial Expenses	416,731.50	418,800.02	2,068.52
General and Miscellaneous Expenses	148,425.00	149,248.78	823.78
Public Utilities Commission	42,791.00	42,791.00	.....
Services of Bureau of Engineering	4,100.00	2,878.26	*1,221.74*
Advisory and Consulting Expenses	2,300.00	2,165.63	*134.37*
Walnut Orchard Expenses	25,478.00	22,547.99	*2,930.01*
Agricultural Division Expenses	10,000.00	9,340.29	*659.71*
Insurance—Compensation	7,500.00	763.40	*6,736.60*
Insurance—Automobile	6,000.00	4,720.74	*1,279.26*
Insurance—Other	11,395.00	9,633.84	*1,761.16*
Injuries and Damages	4,000.00	816.85	*3,183.15*
Property Taxes	250,000.00	219,290.11	*30,709.89*
Pensions	45,856.00	35,616.94	*10,239.06*
Civilian Defense Emergency	199,434.00	171,717.54	*27,716.46*
Operating Budget and Total	$2,683,499.50	$2,488,560.08	*$194,939.42*
Equipment	25,975.00	22,740.26	*3,234.74*
Replacement and Reconstruction	53,500.00	53,500.00	.....
Additions and Betterments	250,000.00	250,000.00	.....
Transfers:			
Bond Interest and Redemption	3,034,220.00	3,014,220.00	*20,000.00*
Hetch Hetchy Water Supply Operations	266,193.00	165,049.28	*101,143.72*
Civilian Defense	44,245.00	44,245.00	.....
General Fund—Hetch Hetchy Water Sup.—B. I. & B. R.	1,906,020.00	1,906,020.00	.....
Surplus—Charter Sec. 127	118,000.00	118,000.00	.....
Total Estimated Expenditures	$8,381,652.50	$8,062,334.62	*$319,317.88*
Revenues:			
Sale of Water	7,674,695.00	7,819,127.16*	144,432.16
Other Income	101,000.00	145,073.22†	44,073.22
Surplus from Prior Year	605,957.50	605,957.50	.....
Total Revenues	$8,381,652.50	$8,570,157.88	$188,505.38
Net Savings over Budget Estimate			$507,823.26

*Sale of Water—Schedule No. 2	$8,367,222.01
Less—Comparison	548,094.85
	$7,819,127.16
Modifications	
Bill No. 2313, Ordinance No. 2223	$1,000.00
Bill No. 2357, Ordinance No. 2229	186.00
Bill No. 2359, Ordinance No. 2231	420.00
Bill No. 2379, Ordinance No. 2256	403.50
Bill No. 2420, Ordinance No. 2286	226.00
	$2,235.50
Bill No. 2458, Ordinance No. 2352	$603,722.00
†Other Income—Schedule No. 2	$146,623.43
Less: Cost of Selling Walnuts	1,550.21
	$145,073.22
Budget—Regular	$8,182,218.50
Civilian Defense	199,434.00
Total	$8,381,652.50

Italic figures denote loss and deficiency.

SAN FRANCISCO WATER DEPARTMENT
SCHEDULE No. 3
CASH AND OUTSTANDING WARRANTS
June 30, 1944

	Treasurers' Balance	Outstanding Warrants
Water Operating Fund	$584,165.98	$57,893.0
Reconstruction and Replacement Fund	258,293.81	.....
Extension Reserve Fund	884,406.81	310.5
Water Surplus Fund	369,913.78	.....
Water Works System Bond Fund	500,000.00	.....
Bond Interest Fund—1928 Issue	616,792.50	.....
Bond Redemption Fund—1928 Issue	1,009,000.00	.....
Land Purchase Fund	46,176.91	.....
Bond Fund—1933	4,264.18	123.2
Bond Interest Fund—1933 Issue	8,300.00	.....
	$4,281,313.97	$58,326.81
Revolving Fund	$30,000.00	

SAN FRANCISCO WATER DEPARTMENT
SCHEDULE No. 4
SUMMARY OF INTERFUND ACCOUNTS
June 30, 1944

ACCOUNTS RECEIVABLE

Public Service Enterprises:	
San Francisco Airport	$1,753.56
Hetch Hetchy Water Supply	35,895.15
Municipal Railway	1,485.55
Bureau of Light, Heat and Power	718.54
Bureau of Engineering	25,000.00
Public Utilities Commission—General Office	84.83
	$64,937.63
General City and County	
Park Department	$190.48
Fire Department	1,211.46
Department of Public Works	33.79
	$1,435.73

ACCOUNTS PAYABLE

Public Service Enterprises:	
Hetch Hetchy Water Supply	$1,008.00
Public Utilities Commission—General Office	293.16
Bureau of Light, Heat and Power	270.34
	$1,571.50
General City and County	
Employees' Retirement System	$13,603.35
Department of Public Works	220.36
	$13,823.71

SCHEDULE No. 5

BOND REDEMPTION AND INTEREST

(On Cash Basis)

Fiscal Year	Redemption			Interest			Total Redemption and Interest
	Spring Valley July 1	Water Distribution Dec. 1	Total	Spring Valley	Water Distribution	Total	
1943-44	$1,000,000	$563,000	$1,563,000	$1,215,000	$236,220	$1,451,220	$3,014,220
1944-45	1,000,000	563,000	1,563,000	1,170,000	213,700	1,383,700	2,946,700
1945-46	1,000,000	563,000	1,563,000	1,125,000	191,180	1,316,180	2,879,180
1946-47	1,000,000	563,000	1,563,000	1,080,000	168,660	1,248,660	2,811,660
1947-48	1,000,000	563,000	1,563,000	1,035,000	146,140	1,181,140	2,744,140
1948-49	1,000,000	563,000	1,563,000	990,000	123,620	1,113,620	2,676,620
1949-50	1,000,000	563,000	1,563,000	945,000	101,100	1,046,100	2,609,100
1950-51	1,000,000	563,000	1,563,000	900,000	78,580	978,580	2,541,580
1951-52	1,000,000	563,000	1,563,000	855,000	56,060	911,060	2,474,060
1952-53	1,000,000	563,000	1,563,000	810,000	33,540	843,540	2,406,540
1953-54	1,000,000	557,000	1,557,000	765,000	11,020	776,020	2,333,020
1954-55	1,000,000	.....	1,000,000	720,000	.....	720,000	1,720,000
1955-56	1,000,000	.....	1,000,000	675,000	.....	675,000	1,675,000
1956-57	1,000,000	.....	1,000,000	630,000	.....	630,000	1,630,000
1957-58	1,000,000	.....	1,000,000	585,000	.....	585,000	1,585,000
1958-59	1,000,000	.....	1,000,000	540,000	.....	540,000	1,540,000
1959-60	1,000,000	.....	1,000,000	495,000	.....	495,000	1,495,000
1960-61	1,000,000	.....	1,000,000	450,000	.....	450,000	1,450,000
1961-62	1,000,000	.....	1,000,000	405,000	.....	405,000	1,405,000
1962-63	1,000,000	.....	1,000,000	360,000	.....	360,000	1,360,000
1963-64	1,000,000	.....	1,000,000	315,000	.....	315,000	1,315,000
1964-65	1,000,000	.....	1,000,000	270,000	.....	270,000	1,270,000
1965-66	1,000,000	.....	1,000,000	225,000	.....	225,000	1,225,000
1966-67	1,000,000	.....	1,000,000	180,000	.....	180,000	1,180,000
1967-68	1,000,000	.....	1,000,000	135,000	.....	135,000	1,135,000
1968-69	1,000,000	.....	1,000,000	90,000	.....	90,000	1,090,000
1969-70	1,000,000	.....	1,000,000	45,000	.....	45,000	1,045,000
	$27,000,000	$6,187,000	$33,187,000	$17,010,000	$1,359,820	$18,369,820	$51,556,820

Total 1928 Spring Valley Issue.....$41,000,000
Rate of Interest..... 4½%

Total 1933 Water Distribution.....$12,095,000
Rate of Interest..... 4%

SAN FRANCISCO WATER DEPARTMENT
SCHEDULE No. 6

OPERATING EXPENSES

RESERVOIRS AND SOURCES	1940-41	1941-42	1942-43	1943-4
Inside of San Francisco:				
Lake Merced	$4,257.38	$6,389.62	$7,022.97	$4,104.6
Daily Hill Pump Supply Line	21.05	.....	.....	.....
	$4,278.43	$6,389.62	$7,022.97	$4,104.6
Outside of San Francisco:				
Surface Sources				
San Andres Reservoir	$12,821.09	$13,015.77	$12,702.85	$13,285.2
Crystal Springs Reservoir	39,854.55	35,589.30	33,454.53	33,879.6
Pilarcitos Reservoir	17,629.62	14,930.06	21,025.78	16,621.5
Calaveras Reservoir	16,379.57	8,165.01	10,691.59	9,878.95
	$86,684.83	$71,700.14	$77,874.75	$73,665.38
Ground Sources				
Sunol Filter Beds	$8,750.61	$7,497.97	$4,076.75	$6,234.91
Pleasanton Wells	46.57	266.68	1,736.69	659.75
	$8,797.18	$7,764.65	$5,813.44	$6,894.66
Supply Lines:				
Bay Division Pipe Lines	$11,590.42	$12,189.55	$23,333.67	$10,032.88
Stone Dam Aqueduct	1,518.87	2,650.68	13,835.78	4,764.09
Pilarcitos Aqueduct	457.23	767.46	227.21	152.25
Niles-Irvington Pipe Line	716.09	380.79	2,417.18	1,780.30
Upper Alameda Tunnel	188.69	167.53	658.18	50.18
Upper Alameda Creek Diversion Dam	1,053.65	636.15	2,985.63	.....
Calaveras Pipe Line	328.00	650.98	56.32	549.90
Other Supply Lines	957.06	2,642.35	322.09	592.25
	$16,810.01	$20,085.49	$43,836.06	$17,921.85
Alameda System—General Expenses	$23,530.97	$18,930.46	$17,865.13	$19,775.08
Peninsula System—General Expenses	40,810.61	44,795.57	42,434.45	50,130.75
	$64,341.58	$63,726.03	$60,299.58	$69,905.83
Total Source of Supply Expense	$180,912.03	$169,665.93	$194,846.80	$172,492.40

SAN FRANCISCO WATER DEPARTMENT
SCHEDULE No. 7

OPERATING EXPENSES

TRANSMISSION AND DISTRIBUTION	1940-41	1941-42	1942-43	1943-44
nside of San Francisco:				
City Transmission Lines	$1,513.54	$830.29	$1,396.07	$1,488.11
City Distribution Reservoirs	36,756.53	28,732.22	31,106.71	38,638.92
Meter Expenses	49,192.69	46,739.38	39,281.88	44,264.92
Street Department Expenses	16,510.69	18,635.77	21,099.99	20,423.46
Main Repairs	58,101.21	64,977.75	71,020.46	65,784.64
Service Connection Repairs	63,989.05	73,493.20	76,783.00	67,176.69
Repairs to Buildings and Equipment	4,204.17	3,373.67	2,632.57	1,812.98
Miscellaneous Supplies and Expenses	6,517.61	6,300.53	4,975.74	363.21
Consumers' Premises Expenses	14,280.37	14,988.19	16,200.73	19,740.13
Superintendence	36,789.80	36,597.54	29,917.07	34,396.74
Total in San Francisco	$287,855.66	$294,668.54	$294,414.22	$294,089.80
Outside of San Francisco:				
Alameda Supply Line—Old Section	$793.49	$585.19	$992.85	$866.19
Alameda Supply Line	267.03	1,720.09	.....	274.13
Alameda Transmission Line	3,184.80	2,419.71	2,958.49	3,816.06
San Andres Aqueduct	2,957.03	3,496.76	4,038.21	2,343.05
Crystal Springs Pump Aqueduct	5,847.78	4,340.50	8,043.62	4,409.43
New Crystal Springs Transmission Line	4,150.03	4,474.48	9,223.23	10,934.53
Old Crystal Springs Transmission Line	3,694.76	2,293.44	2,624.26	2,407.27
San Andres Transmission Line No. 1	2,108.62	1,808.64	1,269.74	2,398.69
San Andres Transmission Line No. 2	1,596.86	1,888.59	2,199.66	2,475.85
San Andres Transmission Line No. 3	3,069.34	2,085.70	1,299.09	1,601.97
Palo Alto Pipe Line	476.56	96.41	282.01	20.64
Niles Regulating Reservoir	3,113.25	2,762.51	2,682.09	4,009.96
Pleasanton Transmission Line	122.75	.....	70.94	885.74
Meter Expense	5,796.15	5,538.19	4,079.67	6,059.67
Total Outside of San Francisco	$37,178.45	$33,510.21	$39,763.86	$42,503.18
Total Transmission and Distribution Expenses	$325,034.11	$328,178.75	$334,178.08	$336,592.98

SAN FRANCISCO WATER DEPARTMENT
SCHEDULE No. 8

OPERATING EXPENSES

PUMP STATIONS

	1940-41	1941-42	1942-43	1943-44
Inside of San Francisco:				
Steam Plants				
Central	$42,320.23	$49,590.18	$53,639.55	$60,985.60
City	80.10	350.35	27.17	168.2
Clarendon Heights	737.22	144.43	302.66	434.2
Ocean View	.....	.....	35.18	175.5
	$43,137.55	$50,084.96	$54,004.56	$61,763.6
Electric Pumps				
Alemany	.....	.....	$3,454.94	$8,104.5
Bay Bridge Pump—Treasure Island	$5,262.72	$3,247.05	7,566.13	10,138.2
Precita Valley	34.86	34.96	.97	.....
Forest Hill	5,996.45	4,930.05	6,064.86	6,018.3
Potrero Heights	316.61	425.49	295.39	443.5
Newcomb Avenue	1,098.33	1,070.83	1,246.84	2,754.3
Hillside	292.21	527.08	474.05	274.1
Fairview	257.03	303.47	1,440.01	563.32
Lincoln Park	209.39	450.02	202.05	361.99
Hunters Point	307.03	297.25	35.88	.....
Twin Peaks	336.96	439.15	397.96	441.06
Lake Honda Booster	.....	119.99	144.17	61.75
Leland Avenue	6.69	.....	.....	.....
Sunset Booster	260.53	178.39	236.14	3.03
Sunset Source	410.53	72.01	1,998.03	15.53
Olmstead and University	605.04	988.00	565.75	427.54
Bernal Heights	254.70	301.45	262.87	186.06
St. Germain	315.90	353.05	279.68	168.19
General	137.42	190.50	166.04	128.27
	$16,102.40	$13,928.74	$24,831.76	$30,089.82
Total Inside of San Francisco	$59,239.95	$64,013.70	$78,836.32	$91,853.42
Outside of San Francisco:				
Baden	.....	.....	$1,631.01	$8,658.96
Belmont Pump	$3,184.85	$2,800.79	2,495.62	3,256.70
Millbrae Pump	309.88	331.97	187.65	.21
Crystal Springs Pump	60,630.96	60,362.88	67,003.29	59,663.86
Bay Division Pump	3,916.36	3,782.63	2,576.31	2,927.80
Pleasanton Pump	3,093.37	1,034.88	269.13	120.69
Pleasanton Township Water District	1,715.98	839.96	600.00	618.84
San Lorenzo Pump	239.32	216.00	157.18	152.94
Total Outside of San Francisco	$73,090.72	$69,369.11	$74,920.19	$75,400.00
Total Pumping Expenses	$132,330.67	$133,382.81	$153,756.51	$167,253.42

SAN FRANCISCO WATER DEPARTMENT
SCHEDULE No. 9
OPERATING EXPENSES

PURIFICATION EXPENSES

	1940-41	1941-42	1942-43	1943-44
Inside of San Francisco:				
College Hill	$1,906.13	$1,771.66	$1,543.42	$1,332.38
Lake Honda	11.72	50.73	16.74	28.84
Lombard Street	97.31	160.57	52.10	66.08
Sunset	.....	91.07	24.87	52.76
University Mound	1,672.91	2,360.40	2,061.41	2,356.38
Lake Merced	.....	.....	12.30	839.99
Division General	282.28	84.83	43.68	.....
Total Inside of San Francisco	$3,970.35	$4,519.26	$3,754.52	$4,676.43
Outside of San Francisco:				
San Andres Reservoir	$6,427.27	$5,750.64	$6,692.42	$6,442.43
Crystal Springs Reservoir	9,785.40	9,835.85	9,328.96	12,436.94
Calaveras Reservoir	12,239.32	9,561.51	12,707.52	15,295.49
Sunol Purification System	1,923.02	1,462.00	862.72	689.72
Other Outside Stations	147.66	674.83	639.15	1,114.09
Coast Range Division, H. H. W. S.	11,127.87	7,095.63	8,259.60	8,869.21
Millbrae Laboratory	24,214.53	21,820.89	19,876.03	26,879.12
Total Outside of San Francisco	$65,865.07	$56,201.35	$58,366.40	$71,727.00
Total Purification Expenses	$69,835.42	$60,720.61	$62,120.92	$76,403.43

SAN FRANCISCO WATER DEPARTMENT
SCHEDULE No. 10
OPERATING EXPENSES

	1940-41	1941-42	1942-43	1943-44
Commercial Expenses:				
Collections	$115,583.45	$117,376.98	$115,147.73	$124,851.80
Reading Meters	38,553.79	40,315.82	40,012.81	43,282.00
Bookkeeping Department	106,561.12	111,514.44	112,377.47	126,764.53
General and Miscellaneous	37,725.49	37,834.54	43,156.59	43,718.91
Inspection and Service	43,425.64	43,968.51	46,987.28	42,370.02
Shipping	13,433.06	14,359.60	14,761.35	18,072.63
	$355,282.55	$365,369.89	$372,443.23	$399,059.89
General and Miscellaneous:				
Salaries of General Officers	$19,191.02	$12,400.00	$11,800.00	$13,042.90
Salaries of General Office Clerks	44,081.52	45,227.66	46,459.40	46,264.30
Miscellaneous Supplies and Expense	5,867.63	12,675.74	5,287.80	927.87
Public Utilities Commission Expenses	57,940.00	49,982.00	48,494.00	42,791.00
General Engineering	51,620.67	44,925.27	39,966.19	45,593.91
Hydrography	1,443.77	801.22	1,936.00	783.04
Telephone Services	16,370.68	16,628.35	16,599.73	14,853.27
Mason Street Building Operations	23,341.49	23,577.94	22,513.02	23,783.28
Rest Room and Guest Cottages	1,495.98	1,310.32	1,071.88	1,374.73
Advisory and Consulting Expenses	7,650.00	2,300.00	2,300.00	2,165.63
Repairs—Mason Street Building	8,744.96	8,006.56	4,555.48	2,382.50
Repairs—Telephone System	5,894.17	6,268.77	6,808.13	6,259.25
	$243,641.89	$224,103.83	$207,791.63	$200,221.68
Other Operating Expenses:				
Insurance—Compensation	$9,168.17	$9,541.76	$9,612.62	$8,380.05
Insurance—Other	4,879.12	5,604.06	14,824.32	9,633.84
Injuries and Damages	5,716.37	2,976.39	1,333.35	816.85
Pensions	38,006.73	38,640.18	42,518.52	35,616.94
Property Taxes	248,416.20	258,915.58	226,844.66	219,290.11
Miscellaneous—General	749.20	777.20	718.50	656.00
Emergency Civilian Defense	.....	61,002.19	54,528.81	171,717.54
	$306,935.79	$377,457.36	$350,380.78	$446,111.33
	$550,577.68	$601,561.19	$558,172.41	$646,333.01

SAN FRANCISCO WATER DEPARTMENT
SCHEDULE No. 11

OPERATING EXPENSES—1943-1944
CITY DISTRIBUTION DIVISION—PUMPING STATIONS ACCOUNT

STEAM PUMPS

	Labor	Use of Equipment	Materials and Supplies	Fuel or Power	Lubricants	Machine Shop	Contractual Service	Total
Central	$35,554.54	$51.68	$1,037.26	$23,531.59	$13.27	$741.95	$55.37	$60,985.66
City	162.57	3.91	1.76	.....	.....	.....	.....	168.24
Clarendon Heights	415.58	13.58	4.47	.....	.....	.....	.57	434.20
Ocean View	164.70	10.35	.45	.....	.....	.....	.....	175.50
	$36,297.39	$79.52	$1,043.94	$23,531.59	$13.27	$741.95	$55.94	$61,763.60

ELECTRIC PUMPS

Alemany	$1,010.25	$286.84	$371.90	$5,315.96	.....	$1,020.63	$98.92	$8,104.50
Bay Bridge—Treasure Island	510.55	70.07	50.42	9,371.73	.....	135.45	.....	10,138.22
Forest Hills	649.94	89.82	331.21	4,450.51	$65.36	320.33	111.15	6,018.32
Potrero Heights	282.19	25.63	33.60	85.16	.43	16.52	.....	443.53
Newcomb Avenue	148.64	40.48	31.56	2,054.63	.....	254.03	225.00	2,754.34
Hillside	.....	1.39	1.67	244.28	.....	26.83	.....	274.17
Fairview	338.25	45.03	16.07	72.48	.86	90.63	.....	563.32
Lincoln Park	167.11	20.95	6.35	124.96	.....	42.62	.....	361.99
Twin Peaks	159.01	20.72	.....	154.00	.43	106.90	.....	441.06
Lake Honda	.....	3.98	9.16	.....	.....	48.61	.....	61.75
Sunset Booster	.....	1.51	1.52	.....	.....	.....	.....	3.03
Sunset Source	14.28	1.20	.....	.....	.....	.....	.05	15.53
Olmstead and University	25.90	.81	.38	400.45	.....	.....	.....	427.54
Bernal Heights	56.07	12.24	.....	48.60	.....	69.15	.....	186.06
St. Germain	23.75	3.75	16.46	87.24	.....	36.99	.....	168.19
General	31.56	4.32	40.72	9.62	.....	7.19	34.86	128.27
	$3,417.50	$628,74	$911.02	$22,419.62	$67.08	$2,175.88	$469.98	$30,089.82
Total Inside San Francisco	$39,714.89	$708.26	$1,954.96	$45,951.21	$80.35	$2,917.83	$525.92	$91,853.42

SCHEDULE No. 12

OPERATING EXPENSES—1943-1944

City Distribution Division

	Labor	Use of Equipment	Materials and Supplies	Machine Shop	Contractual Service	Paving	Miscellaneous	Total
SOURCE OF SUPPLY								
Lake Merced	$3,847.03	$61.05	$25.03	.....	$56.37	.....	$115.20	$4,104.68
PURIFICATION								
College Hill	$171.71	$9.36	$904.67	.....	$246.64	.....	.....	$1,332.38
Lake Honda	18.79	.75	9.30	.....	.....	.....	.....	28.84
Lombard Street	4.51	.....	61.57	.....	.....	.....	.....	66.08
Sunset Reservoir	2.74	.41	49.61	.....	.....	.....	.....	52.76
University Mound	280.52	46.32	2,025.87	$3.67	.....	.....	.....	2,356.38
Lake Merced	340.86	26.46	467.92	3.60	1.15	.....	.....	839.99
	$819.13	$83.30	$3,518.94	$7.27	$247.79	.....	.....	$4,676.43
TRANSMISSION AND DISTRIBUTION								
City Transmission Lines	.$448.93	$32.91	$14.22	$28.63	$316.26	.....	$647.16	$1,488.11
City Reservoirs	35,388.68	781.63	1,302.13	463.69	685.51	$17.28	.....	38,638.92
Meter Expense	28,372.73	1,512.43	10,456.63	875.84	.....	3,047.29	.....	44,264.92
Street Department Expenses	19,937.63	452.56	20.72	.....	12.55	.....	.....	20,423.46
Miscellaneous Supplies and Expenses	115.39	3.91	69.74	.....	174.17	.....	.....	363.21
Superintendence	33,256.56	765.46	20.77	63.12	290.83	.....	.....	34,396.74
Consumers' Premises Expenses	19,231.85	165.98	.....	.....	342.30	.....	.....	19,740.13
Repairs—Distribution Mains	47,387.79	3,478.64	4,725.20	3,285.94	1,445.95	5,461.12	.....	65,784.64
Repairs—Service Connections	45,047.30	4,172.45	6,422.84	653.18	3,816.87	7,064.05	.....	67,176.69
Repairs—Building and Equipment	372.14	23.05	524.75	888.42	4.62	.....	.....	1,812.98
	$229,559.00	$11,389.02	$23,557.00	$6,258.82	$7,089.06	$15,589.74	$647.16	$294,089.80
Total City Distribution Division	$234,225.16	$11,533.37	$27,100.97	$6,266.09	$7,393.22	$15,589.74	$762.36	$302,870.91

SAN FRANCISCO WATER DEPARTMENT
SCHEDULE No. 13

OPERATING EXPENSES—1943-1944
Outside of San Francisco

SOURCE OF SUPPLY SURFACE SOURCES	Labor	Use of Equipment	Materials and Supplies	Contractual Services	Miscellaneous	Total
San Andres Reservoir	$10,735.59	$299.80	$644.70	$1,426.92	$178.19	$13,285.20
Crystal Springs Reservoir	27,573.14	2,031.99	2,053.06	877.52	1,343.94	33,879.65
Pilarcitos Reservoir	13,778.00	1,334.39	1,356.32	151.87	1.00	16,621.58
Calaveras Reservoir	7,911.13	286.63	244.40	1,052.13	384.66	9,878.95
	$59,997.86	$3,952.81	$4,298.48	$3,508.44	$1,907.79	$73,665.38
GROUND SOURCES						
Sunol Filter Beds	$5,239.90	$84.86	$27.54	$882.61	.....	$6,234.91
Pleasanton Wells	584.45	47.22	11.93	16.15	.....	659.75
	$5,824.35	$132.08	$39.47	$898.76	.....	$6,894.66
SUPPLY LINES						
Bay Division Pipe Lines	$8,428.30	$1,094.21	309.39	$200.98	.....	$10,032.88
Stone Dam Aqueduct	4,530.94	183.31	47.74	2.10	.....	4,764.09
Pilarcitos Aqueduct	113.71	1.08	37.46	.....	.....	152.25
Niles-Irvington Pipe Line	1,229.78	547.01	2.21	1.30	.....	1,780.30
Upper Alameda Tunnel	45.45	4.73	.....	.....	.....	50.18
Calaveras Pipe Line	469.00	73.97	5.13	1.80	.....	549.90
Other Supply Lines	537.81	42.20	3.40	8.84	.....	592.25
	$15,354.99	$1,946.51	$405.33	$215.02	.....	$17,921.85
GENERAL EXPENSES						
Alameda System	$17,068.96	$820.58	$1,161.76	$723.78	.....	19,775.08
Peninsula System	41,213.96	1,869.74	6,747.10	2,728.69*	*$2,428.74*	50,130.75
	$58,282.92	$2,690.32	$7,908.86	$3,452.47	*$2,428.74*	$69,905.83
Total Source of Supply	$139,460.12	$8,721.72	$12,652.14	$8,074.69	*$520.95*	$168,387.72

*Refunds (Board, Room and Lodging)

Italic figures denote loss and deficiency.

TABLE No. 5-A
AVERAGE DAILY CONSUMPTION SINCE 1865

Year	Million Gallons	Year	Million Gallons	Year	Million Gallons	Year	Million Gallons
865	2.4	1885	17.0	1905	34.9	1925	42.6
870	6.0	1890	20.4	1910	35.6	1928	50.1
875	11.7	1895	19.9	1915	42.6	1929	52.1
880	12.7	1900	25.5	1920	36.2	1930	52.1

TABLE No. 6
DELIVERY THROUGH PIPE LINES IN MILLION GALLONS DAILY

Water Transported into San Francisco:	1940-41	1941-42	1942-43	1943-44
San Adres 54" Pipe	28.1	25.4	26.8	27.4
College Hill 30" Supply Line	7.3	7.4	7.4	7.6
Baden-Merced Branch 30" Pipe	4.6	8.7	8.6	9.3
Crystal Springs 44" Pipe	11.0	11.1	10.9	11.9
Crystal Springs 60" Pipe	9.7	10.9	15.3	19.9
Total San Francisco Consumption	60.7	63.5	69.0	76.1
Water Transported from Crystal Springs to San Andres Reservoir:				
Crystal Springs Pump Aqueduct	21.4	22.0	24.8	19.1
Water Transported Across S. F. Bay:				
Bay Division 60" and 66" Pipes	43.1	48.7	59.1	69.6
Alameda 36" Pipe	0.0	0.0	0.0	0.0

TABLE No. 7
SOURCE OF WATER TRANSPORTED ACROSS SAN FRANCISCO BAY
YEARLY AVERAGE MILLION GALLONS DAILY

	1940-41	1941-42	1942-43	1943-44
Pleasanton Wells	0.0	0.0	0.0	0.0
Sunol Filters and Calaveras Reservoir	31.2	38.8	46.2	45.4
Hetch Hetchy Water Supply	11.9	9.9	12.9	24.2
	43.1	48.7	59.1	69.6

TABLE No. 8

COMPARATIVE PUMPING COSTS

	1940-41	1941-42	1942-43	1943-44
SAN ANDRES PUMP				
Water pumped, gallons	7,799,750,000	8,014,760,000	9,049,380,000	6,975,300,00
Electric power, KWH	7,171,200	7,230,400	8,844,800	6,902,40
Power cost	$50,114.64	$49,087.59	$56,651.89	$46,449.0
Labor cost	8,516.29	9,873.31	9,097.37	11,679.1
Miscellaneous	2,000.03	1,401.98	1,254.03	1,535.7
	$60,630.96	$60,362.88	$67,003.29	$59,663.8
Cost per million gallons	$7.77	$7.53	$7.40	$8.5
Cost per million gallon feet	0.0363	0.0353	0.0344	0.0
CENTRAL PUMP				
Water pumped, gallons	2,713,252,000	2,865,620,000	2,986,744,000	3,209,710,00(
Gas burned, cubic feet	85,647,000	104,990,000	124,913,000	116,554,00(
Oil burned, gallons	23,466	94,087	6,410	117,27
Electric power, KWH	.....	.....	79,200	195,00(
Fuel and Power Cost	$12,114.99	$18,250.16	$18,883.63	$23,544.8
Labor cost	28,225.10	29,057.20	31,708.03	35,554.54
Miscellaneous	1,980.14	2,282.82	3,047.89	1,886.26
	$42,320.23	$49,590.18	$53,639.55	$60,985.66
Cost per million gallons	$15.60	$17.31	$17.96	$19.00

TABLE No. 9

AVERAGE DAILY CONSUMPTION BY DISTRICTS

GALLONS

	1943-44	1942-43	Increase or Decrease	Per Ce Increa or Decrea
Forest Hill	490,885	441,307	+49,578	+10
Stanford Heights	8,768,727	8,182,321	+586,406	+7
Lake Honda	26,584,344	25,287,862	+1,296,482	+5
College Hill	9,583,366*	8,244,968	+1,338,398	+16
University Mound	29,982,714	26,171,370	+3,811,344	+14
Merced Manor	694,538*	670,556*	+23,982	+3
Total City	76,104,574*	68,998,384*	+7,106,190	+10
Suburban	11,394,224*	8,785,926*	+2,608,298	+29
Total Entire System	87,498,798	77,784,310	+9,714,488	+12

*Merced Manor consumption not measured directly; any inaccuracies would reflect in suburban consumption and, for this year, College Hill consumption.

TABLE No. 1

SAN FRANCISCO RAINFALL IN INCHES—BY MONTHS

U. S. Weather Bureau

Month	1940-41 Season	1941-42 Season	1942-43 Season	1943-44 Season	Normal
uly	T	0.01	0.01	T	0.02
ugust	T	0.03	T	0	0.01
eptember	0.59	T	0.18	0.02	0.45
ctober	1.05	0.93	0.95	0.74	1.12
ovember	2.22	1.99	4.45	0.80	2.35
ecember	6.25	7.29	2.87	2.69	3.95
anuary	8.24	4.76	6.15	4.31	4.54
ebruary	6.71	4.27	1.95	5.34	3.93
Iarch	4.75	2.62	3.18	0.83	3.14
pril	4.05	3.65	1.88	2.07	1.61
Iay	1.18	1.11	0.13	0.94	0.80
une	0.01	T	0.13	0.12	0.18
Totals	35.05	26.66	21.88	17.86	22.10

T"—Trace; amount too small to measure. 1943-44 Season=80.8% of normal.

TABLE No. 2

SEASONAL RAINFALL IN INCHES—WATERSHED STATIONS

Water Department Records

Station	1940-41 Season	1941-42 Season	1942-43 Season	1943-44 Season	Normal
an Francisco	35.05	26.66	21.88	17.86	22.10
ilarcitos	54.57	56.67	47.32	32.04	45.98
an Andres	44.36	41.56	32.23	24.26	38.39
rystal Springs—Upper	38.22	36.53	28.71	22.03	33.08
rystal Springs—Lower	36.68	35.52	27.73	20.70	28.31
rystal Springs Cottage	41.31	38.70	28.39	23.52	27.16
ake Merced	37.78	28.09	22.65	19.18	21.68
leasanton	24.74	23.81	21.16	15.74	21.73
alaveras	24.45	23.70	21.05	17.92	24.81
unol	23.13	23.84	19.90	15.20	21.00
iles	26.03	22.44	18.94	15.35	20.29
etch Hetchy	44.03	41.64	40.73	29.23	33.18
ake Eleanor	54.17	52.24	53.92	36.79	31.10
Moccasin	34.88	30.94	29.86	24.58	26.68

TABLE No. 3
MAXIMUM AND MINIMUM STORAGE
(Exclusive of Hetch Hetchy Sources)

MILLION GALLONS

	1941		1942		1943		1944	
	Max. April 6	Min. Dec. 13	Max. Feb. 8	Min. Dec. 22	Max. April 8	Min. Jan. 2	Max. March 28	As c June
Calaveras	31,569	17,140	28,475	15,739	27,376	13,771	27,891	25,1
Crystal Springs	19,650	17,689	20,049	16,899	18,479	15,747	17,913	18,4
San Andres	5,927	5,020	6,269	5,130	5,239	4,788	3,803	5
Pilarcitos	914	430	940	364	658	377	556	5
Lake Merced	2,733	2,630	2,711	2,627	2,627	2,624	2,609	2,5
City Reservoirs	210	269	286	271	269	274	261	2
Total	61,003	43,178	58,730	41,030	54,648	37,581	53,033	47,5

TABLE No. 4
WATER DRAWN FROM HETCH HETCHY AND AUXILIARY SOURCE
MILLION GALLONS

	1940-41	1941-42	1942-43	1943-4
Hetch Hetchy Water Supply	7,516	5,744	6,276	9,39
Pleasanton Wells	266*	369*	54*	9
Sunset Wells	0	0	0	
Total	7,782	6,113	6,330	9,48

*For local consumption only.

TABLE No. 5
CONSUMPTION IN MILLION GALLONS PER DAY

Year	San Francisco	Sub-urban	Total System	Max. Day	Min. Day	Max. Month	Min. Mont
1930-31	49.2	3.1	52.3	66.7	41.3	57.8	47.0
1931-32	49.3	2.8	52.1	65.6	39.6	59.4	47.5
1932-33	46.4	2.7	49.1	60.4	39.9	54.3	44.6
1933-34	47.3	2.6	49.9	64.3	39.1	53.7	45.1
1934-35	48.1	2.4	50.5	65.4	41.3	58.1	46.2
1935-36	52.3	2.5	54.8	68.0	43.0	62.1	50.3
1936-37	55.1	3.4	58.5	70.7	45.7	63.8	51.8
1937-38	53.3	5.0	58.3	72.4	46.7	65.4	53.4
1938-39	56.2	6.4	62.6	84.6	48.5	77.5	54.8
1939-40	59.6	9.0	68.6	89.5	51.6	76.6	60.9
1940-41	60.7	7.3	68.0	90.0	52.0	77.9	60.6
1941-42	63.5	7.7	71.2	94.5	53.1	85.7	61.7
1942-43	69.0	8.8	77.8	106.9	60.2	92.3	68.6
1943-44	76.1	11.4	87.5	109.9	70.4	101.1	76.8

SAN FRANCISCO WATER DEPARTMENT

SCHEDULE No. 16

ADDITIONS, BETTERMENTS AND REPLACEMENTS—1943-1944

		Retirements	Additions	Labor	Use of Equipment	Contract Payments	Land and Equipment	Materials and Supplies	Contractual Services	Departmental Overhead	Paving
1015	Landed Capital										
	Purchase of Land	.....	$2,362.06	.....	.....	$1,466.06	$896.00	.....	.....	.....	.....
	Sale of Land	$28,247.98	.....	.....	.....	.....	.....	.....	.....	.....	.....
1020	Buildings—Structures and Grounds	594.00	34.68	.....	.....	.....	34.68	.....	.....	.....	.....
1025	Source of Water Supply										
	Retirements	3,813.00	1,004.79	$458.77	$49.50	.....	.....	$363.81	$26.30	$106.41	.....
1030	Pumping Station Equipment										
	Additions	.....	1,594.90	.....	.....	.....	.....	1,594.90	.....	.....	.....
1035	Purification Capital										
	Additions	.....	2,452.60	.....	.....	.....	2,452.60	.....	.....	.....	.....
1040	Transmission and Distribution										
	Main Extension City Pipe System	25.40	85,480.29	13,299.83	1,371.93	14,646.32	773.32	48,685.70	699.66	1,752.17	4,251.36
	Meters Installed—C. D. D.	.....	32,067.89	3,733.38	417.14	.....	.....	27,063.61	3.00	546.57	304.19
	Services Installed—C. D. D.	.....	19,308.70	8,850.50	1,586.83	.....	.....	5,075.47	661.50	1,197.49	1,936.91
1041	Main Extensions—Outside San Francisco	.....	13,608.40	502.29	77.89	5,791.59	.....	6,809.46	383.10	44.07	.....
1045	General Equipment										
	Additions	.....	2,060.30	.....	.....	.....	2,060.30	.....	.....	.....	.....
	Retirements	398.68	.....	.....	.....	.....	.....	.....	.....	.....	.....
1046	Automobiles										
	New Equipment and Replacements	.....	7,934.79	.....	.....	.....	7,934.79	.....	.....	.....	.....
	Retirements—June 30, 1944	4,540.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Grand Total—Gross	$37,619.06	$167,909.40	$26,844.77	$3,503.29	$21,903.97	$14,151.69	$89,592.95	$1,773.56	$3,646.71	$6,492.46
	Net Increase	130,290.34	.....								
		$167,909.40	$167,909.40								

APPENDIX
TO
REPORT OF SAN FRANCISCO WATER DEPARTMENT

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SCHEDULE No. 14

OPERATING EXPENSES—1943-1944

Outside of San Francisco

	Labor	Use of Equipment	Material and Supplies	Fuel or Power	Machine Shop	Contractual Service	Total
PUMPING STATIONS							
Baden Pump	$2,399.03	$65.69	$356.70	$5,682.37	$74.21	$80.96	$8,658.96
Belmont Pump	2,566.08	102.21	384.62	203.26	.....	.53	3,256.70
Millbrae Pump	.21	.....	.....	.....	.....	.....	.21
Crystal Springs Pump	11,679.10	657.46	533.30	46,449.00	.....	345.00	59,663.86
Bay Division Pump	2,250.38	154.53	82.89	440.00	.....	.....	2,927.80
Pleasanton Pump	30.09	5.57	.....	82.03	.....	3.00	120.69
Pleasanton Township Water District	616.85	1.99	.....	.....	.....	.....	618.84
San Lorenzo Pump	.....	152.77	.17	.....	.....	.....	152.94
Outside Pumping Expenses	$19,541.74	$1,140.22	$1,357.68	$52,856.66	$74.21	$429.49	$75,400.00
PURIFICATION							
San Andres Reservoir	$1,467.71	$185.78	$4,714.84	.....	.....	$74.10	$6,442.43
Crystal Springs Reservoir	3,335.45	473.54	8,547.26	.....	.....	80.69	12,436.94
Calaveras Reservoir	2,271.91	619.26	10,510.07	.....	.....	1,894.25	15,295.49
Sunol Purification System	215.76	18.19	455.77	.....	.....	.....	689.72
Other Outside Stations	466.81	47.02	362.70	.....	.....	237.56	1,114.09
Coast Range Division—H. H. W. S.	239.44	361.35	5,941.68	.....	$7.03	2,319.71	8,869.21
Millbrae Laboratory	21,094.56	2,211.07	525.07	.....	.....	3,048.42	26,879.12
Outside Purification Expenses	$29,091.64	$3,916.21	$31,057.39	.....	$7.03	$7,654.73	$71,727.00
TRANSMISSION AND DISTRIBUTION							
Alameda Supply Line—Old Section	$553.60	$213.56	$1.37	$33.69	$61.37	$2.60	$866.19
Alameda Supply Line	.....	274.13	.....	.....	.....	.....	274.13
Alameda Transmission Line	3,269.36	201.18	243.91	.....	24.78	76.83	3,816.06
San Andres Aqueduct	1,896.50	446.55	.....	.....	.....	.....	2,343.05
Crystal Springs Aqueduct	4,278.60	80.92	47.96	.....	.....	1.95	4,409.43
Crystal Springs Transmission Line (New)	8,703.17	215.34	1,582.34	.....	427.53	6.15	10,934.53
Crystal Springs Transmission Line (Old)	1,984.16	328.46	93.85	.....	.....	.80	2,407.27
San Andres Transmission Line No. 1	2,257.65	37.47	79.24	.....	.....	24.33	2,398.69
San Andres Transmission Line No. 2	1,943.77	62.34	446.65	.....	9.14	13.95	2,475.85
San Andres Transmission Line No. 3	1,428.82	44.37	96.93	.....	7.30	24.55	1,601.97
Palo Alto Pipe Line	13.75	2.52	4.37	.....	.....	.....	20.64
Niles Regulating Reservoir	3,604.35	71.22	293.99	.....	.....	40.40	4,009.96
Pleasanton Transmission Line	160.21	48.72	576.72	.....	91.64	8.45	885.74
Meter Expense	4,578.99	1,132.72	304.93	.....	5.87	37.16	6,059.67
Outside Transmission Line Expenses	$34,672.93	$3,159.50	$3,772.26	$33.69	$627.63	$237.17	$42,503.18

SAN FRANCISCO WATER DEPARTMENT
SCHEDULE No. 15

OPERATING EXPENSES—1943-1944

	Labor	Use of Equipment	Materials and Supplies	Machine Shop	Contractual Services—Bank Collections	Contractual Services—Other	Fixed Charges	Miscellaneous	Total
COMMERCIAL EXPENSES									
Collections	$89,784.74	$1,734.15	$3,021.36	.....	$28,806.45	$1,505.10	.....	.....	$124,851.80
Reading Meters	41,691.35	568.09	299.07	.....	.....	723.49	.....	.....	43,282.00
Bookkeeping Department	120,969.17	6.19	5,070.35	.....	.....	718.82	.....	.....	126,764.53
General and Miscellaneous	28,100.99	576.33	1,772.01	242.71	.....	12,816.98	.....	$209.89	43,718.91
Inspection and Service	32,555.25	8,272.59	300.95	.....	.....	1,241.23	.....	.....	42,370.02
Shipping	12,512.96	466.59	1,265.55	66.52	.....	3,761.01	.....	.....	18,072.63
	$325,614.46	$11,623.94	$11,729.29	$309.23	$28,806.45	$20,766.63	.....	$209.89	$399,059.89
GENERAL AND MISCELLANEOUS									
Salary of General Officers	$13,042.90	.....	.....	.....	.....	.....	.....	.....	$13,042.90
Salary of General Office Clerks	46,264.30	.....	.....	.....	.....	.....	.....	.....	46,264.30
Public Utilities Commission Expenses	.....	.....	.....	.....	.....	.....	.....	$42,791.00	42,791.00
Miscellaneous Supplies and Expenses	2,450.59	$8.40	$1,209.46	.....	.....	$2,047.52	.....	*4,788.10**	927.87
General Engineering	35,168.90	2,198.55	998.58	$33.40	.....	5,196.49	.....	1,997.99	45,593.91
Hydrography	213.11	19.13	14.96	.....	.....	535.84	.....	.....	783.04
Telephone Services	6,769.61	.....	.....	.....	.....	8,083.66	.....	.....	14,853.27
Mason St. Building Operations	16,223.78	.....	235.01	.....	.....	7,324.49	.....	.....	23,783.28
Rest Room and Guest Cottages	1,197.17	.....	8.56	.....	.....	169.00	.....	.....	1,374.73
Advisory and Consulting Expenses	.....	.....	.....	.....	.....	.....	.....	2,165.63	2,165.63
Repairs—Mason St. Building	585.84	37.61	313.81	518.82	.....	926.42	.....	.....	2,382.50
Repairs—Telephone System	5,460.30	509.76	247.08	.....	.....	42.11	.....	.....	6,259.25
	$127,376.50	$2,773.45	$3,027.46	$552.22	.....	$24,325.53	.....	$42,166.52	$200,221.63
OTHER OPERATING EXPENSES									
Insurance Compensations	.....	.....	.....	.....	.....	.....	$8,380.05	.....	$8,380.05
Insurance—Other	.....	.....	.....	.....	.....	.....	9,633.84	.....	9,633.84
Injuries and Damages	.....	.....	.....	.....	.....	.....	816.85	.....	816.85
Pensions	.....	.....	.....	.....	.....	.....	35,616.94	.....	35,616.94
Property Taxes	.....	.....	.....	.....	.....	.....	219,290.11	.....	219,290.11
Miscellaneous	.....	.....	.....	.....	.....	.....	656.00	.....	656.00
Emergency Civilian Defense	$157,084.17	$4,292.48	$546.03	.....	.....	$1,698.46	.....	$8,096.40	171,717.54
	$157,084.17	$4,292.48	$546.03	.....	.....	$1,698.46	$274,393.79	$8,096.40	$446,111.33

*Inventory Adjustment

Italic figures denote loss and deficiency.

TABLE No. 15-B

CHARGES OF PAYING MUNICIPAL ACCOUNTS
For the Fiscal Years 1942-43 and 1943-44

	1942-43	1943-44	Dcrease
Schools	$44,078.83	$40,299.94	$3,778.89
Totals	$44,078.83	$40,299.94	$3,778.89

TABLE No. 15-C

WATER DELIVERIES AT THE CONSUMERS' METERS
San Francisco District

	1940-41	1941-42	1942-43	1943-44
Average Active Accounts	122,151	125,138	126,697	128,318
Number on June 30th	124,041	126,235	127,158	129,478
Metered Delivery (M. C. F.)				
Residential	906.9	943.7	987.0	1,040.2
Commercial and Industrial	1,240.4	1,356.0	1,578.6	1,817.3
Municipal Actual	19.0	16.4	15.0	15.1
Municipal Comparison	181.2	187.3	180.0	198.9
Total (M. C. F.)	2,347.5	2,503.4	2,760.6	3,071.5
Average (M. G. D.)	48.2	51.4	56.7	63.1
Consumption Record (M. G. D.)	60.7	63.4	68.9	76.1
Difference (M. G. D.)	12.5	12.0	12.2	13.0
Ratio	20.6%	18.9%	17.7%	17.1%
G. G. Int'l. Expos. (M. C. F.)	22.8	8.2	.....	.....
G. G. Int'l. Expos. Average (M. G. D.)	.5	.2	.....	.....

Suburban District

Average Active Accounts	562	568	613	664
Number on June 30th	557	580	647	692
Metered Delivery (M. C. F.)				
Regular Rates	385.1	458.9	510.6	618.6
Contract Rates	24.7	15.9	16.6	17.3
Free Deliveries (Rip. Contract)	17.3	20.3	20.5	19.7
Total (M. C. F.)	427.1	495.1	547.7	655.6
Average (M. G. D.)	8.8	10.2	11.2	13.4

TABLE No. 16

METERS INSTALLED—SAN FRANCISCO DISTRICT

Revenue and Non-Revenue Producing as of June 30, 1944

Class of Consumers	5/8"	3/4"	1"	1½"	2"	3"	4"	6"	8"	12"	Total
Revenue Producing:											
Commercial	20,582	946	1,716	1,903	2,578	10	29	173	132	1	28,070
Residential	101,310	139	638	218	8	..	..	...	...	.	102,313
Dock and Shipping	135	11	26	37	114	8	..	...	1	2	334
Total	122,027	1,096	2,380	2,158	2,700	18	29	173	133	3	130,717
Non-Revenue Producing:											
Commercial	1,436	11	28	5	8	..	..	2	...	.	1,490
Residential	656	3	...	1	...	..	..	...	...	.	660
Dock and Shipping	....	...	...	...	6	..	..	...	...	.	6
Total	2,092	14	28	6	14	..	..	2	...	.	2,156
Total Meters Installed	124,119	1,110	2,408	2,164	2,714	18	29	175	133	3	132,873

Total Meters in Service as of June 30, 1944			132,873
Less: Extra meters in 674 batteries (1,864 meters minus 674)		1,190	
Non-Revenue Producing Meters	2,156		
Less: Extra Non-Revenue Producing Meters in Batteries	15	2,141	
Less: Extra Meters in 42 consolidations (106 meters minus 42)		64	3,395
Number of active accounts as of June 30, 1944			129,478

NOTE: The above meter count includes 308 automatic sprinklers for fire purposes.

Previous Records

	1939-40	1940-41	1941-42	1942-43	1943-44
Total Meters	123,921	128,422	131,052	131,375	132,873
Increase	3,894	4,501	2,630	323	1,498
Idle Meters	2,581	3,224	3,617	2,998	2,156

TABLE No. 15

Gross Metered Service Revenues, Service Charges and Special Service Revenues. Also Record of Refunds, Allowances, Adjustments, Collections, and Balances Due.

Comparisons—Fiscal Years 1940-41 to 1943-44

	1940-41	1941-42	1942-43	1943-44
Metered Service—Standard Rates				
Residential	$3,149,403	$3,277,769	$3,418,285	$3,317,648
Commercial (Incl. Contrs.)	2,676,475	2,817,624	3,067,735	3,068,360
Industrial	390,541	430,964	481,580	538,914
Municipal	362,070	360,201	345,126	348,269
Suburban	476,981	552,927	630,002	773,379
Total	$7,055,470*	$7,439,485*	$7,942,728	$8,046,570†
For Water Delivered	$5,807,330*	$6,156,323*	$6,640,156	$6,816,899
Ratio	82.3%	82.8%	83.6%	84.7%
Service Charges	$1,248,140*	$1,283,162*	$1,302,572	$1,228,081
Ratio	17.7%	17.2%	16.4%	15.3%
Special Service				
Fire Hydrants (S. F.)	$233,020	$236,703	$237,780	$239,552
Street Work and Sewers	366	369	204	574
Contractors—Flat Rates	1,350	1,549	1,440	1,590
Miscellaneous	28,156	42,616	75,966	111,914
Suburban—Special Contracts.	20,530	11,123	11,663	12,494
Total	$283,422	$292,360	$327,053	$366,124
Total Gross Charges	$7,338,892*	$7,731,845*	$8,269,781	$8,412,694†
Golden Gate Int'l. Exposition.	26,808	9,412	.....	.....
Grand Total Gross Charges	$7,365,700	$7,741,257	$8,269,781	$8,412,694†
Deductions				
Cash Refunds	$1,085	$1,088	$999	$889
Allowances and Adjustments.	22,009	21,288	33,113‡	44,583‡
Total	$23,094	$22,376	$34,112	$45,472
Net Sales	$7,342,606	$7,718,881	$8,235,669	$8,367,222
Collections	6,794,002	7,127,827	7,673,312	7,907,276
Balances due on Cons. Accts.	525,379	553,995	590,535	504,909
Profit and Loss (Uncollected bills in suspense)	$4,446	$3,259	$2,208	$454

*Golden Gate Exposition not included—shown separately.
‡Includes Victory Garden Allowance—May and June of 1943 only—$14,167.15; Fiscal Year 1943-44, $25,008.57.
†15% Rate Reduction Dec. 1, 1943 (San Francisco District only).

TABLE No. 15-A

CHARGES OF NON-PAYING MUNICIPAL ACCOUNTS

For the Fiscal Years 1942-1943 and 1943-1944

	1942-43	1943-1944	Increase	Decreas
Hydrants	$237,779.70	$239,551.70	$1,772.00	.....
Parks	90,172.78	97,425.39	7,252.61	.....
Golden Gate Proper	46,511.94	53,271.98	6,760.04	.....
Municipal Railway	1,732.80	1,786.53	53.73	.....
Municipal Railway Track Repair Work	.88	1.29	.41	.....
Dept. of Public Works (Public Bldgs.)	39,260.43	37,506.41	.....	$1,754.0
(Street Work and Sewers)	203.91	573.93	370.02	.....
Fire Department	6,684.71	6,475.75	.....	208.9
Dept. of Public Health	26,610.39	26,075.86	.....	534.5
Dept. of Public Health	1,251.29	1,322.49	71.20	.....
Relief Home	14,773.70	14,009.53	.....	764.1
Exposition Auditorium	1,103.20	929.12	.....	174.0
Opera House and War Memorial Bldg.	1,299.96	1,219.32	.....	80.6
Opera House and War Memorial Bldg.	627.78	670.01	42.23	.....
Opera House and War Memorial Bldg. (Sprinkler)	36.00	36.00	.....	.....
Purchaser of Supplies—City and County of San Francisco	14.90	11.32	.....	3.5
Dept. of Electricity—General Alarm Station	199.70	174.54	.....	25.1
Museums—				
Memorial Museum—Station M —Golden Gate Park, Fulton and 10th Avenue	259.53	549.79	290.26	.....
Curator—Palace of Legion of Honor—Lincoln Park, Clement and 39th Avenue	359.85	316.46	.....	43.3
Municipal Airport	4,833.75	1,107.67	.....	3,726.0
Fire Boats	524.66	529.67	5.01	.....
Hassler Health Farm	4,446.37	4,721.90	275.53	.....
W. P. A. Projects	565.65	34.38	.....	531.2
Public Welfare Dept.	265.66	240.29	.....	25.3
Improvement Associations (118 Accounts)	4,686.03	4,633.94	.....	52.0
Libraries	1,764.72	1,546.65	.....	218.0
Playgrounds	27,529.56	27,906.77	377.21	.....
Dept. of Public Works (Street Cleaning)	10,119.20	8,461.95	.....	1,657.2
Troughs	110.74	100.30	.....	10.4
Auxiliary Fire System	15,027.68	15,993.47	965.79	.....
Civilian Defense Council (6 Accounts)	237.32	639.67	402.35	.....
War Rationing Board	109.74	270.77	161.03	.....
Totals	$539,104.53	$548,094.85	$18,799.42	$9,809.10
		Net Increase	$8,990.32	

—Cast Iron Pipe—

2″	22,585′	440′	0′	23,025′
3″	62,147	75	316	61,906
4″	493,628	900	686	493,842
6″	1,628,291	9,440	222	1,637,509
8″	1,414,482	7,140	0	1,421,622
10″	6,873	244	0	7,117
12″	402,597	2,460	0	405,057
16″	247,116	5,003	0	252,119
20″	22,642	0	0	22,642
22″	19,058	0	0	19,058
24″	52,171	0	0	52,171
30″	6,138	0	0	6,138
Total C. I.....	4,377,728′	25,702′	1,224′	4,402,206′
Total All.....	5,232,311′	27,540′	1,784′	5,258,067′
iles	990.97	5.22	.34	995.85

TABLE No. 13-A

VALVE RECORD

CITY DISTRIBUTION SYSTEM

June 30, 1944

Gates		Service Gates		Blowoffs		Air Valves		Check Valves	
2″	87	3″	386	¾″	9	¾″	32	1½″	7
3″	240	4″	319	1″	45	1″	11	2″	9
4″	1122	6″	207	1½″	289	1½″	290	3″	1
6″	3452	8″	127	2″	814	2″	218	4″	7
8″	3230	12″	5	3″	189	3″	5	6″	23
10″	6			4″	258	4″	1	8″	19
12″	752	Stop Cocks		6″	147	6″	13	12″	3
16″	380	⅝″	18	8″	99	8″	209	16″	3
20″	23	¾″	135	12″	22				
22″	20	1″	196	16″	2				
24″	57	1½″	965						
30″	21	2″	2694						
36″	20								
37½″	2								
42″	1								
48″	1								

TABLE No. 14

CONTRACT DATA 1943-44

Contract No.	Title of Contract	Division	Contractor	Date of Award	Date of Completion	% Compl. 6/30/44	Bid Price	Contract Cost to 6/30/44
323	Lay 4" C. I. Main in Francisco and Leavenworth Sts.	City Dist.	S. F. W. D.	12/29/41	Canceled		$1,451.50	.....
333	Alterations—Pulgas Pumping Station.....	Peninsula	S. F. W. D.	4/27/41	Held up by W.P.B.		5,399.00	.....
337	Construction San Andres Outlet No. 3.....	Peninsula	Clifford & Sorensen	2/21/44	.....	16%	345,222.00	$48,957.46
343	Lay 4" and 8" Mains, Cambridge St. and West View Avenue	City Dist.	S. F. W. D.	6/ 7/43	10/ 8/43	100%	4,403.30	3,529.55
344	Lay 8" Main in Geneva Avenue, Brookdale and Carrizal Streets	City Dist.	S. F. W. D.	6/ 7/43	7/ 3/43	100%	2,496.80	1,981.92
345	Lay 16" C. I. Main in Quesada Ave. and Griffith St.	City Dist.	W. J. Tobin	6/ 7/43	7/31/43	100%	29,083.00	27,955.12
346	Lay 8" Main in Oakdale Avenue, Bayshore and Selby Streets	City Dist.	E. J. Tobin	6/28/43	8/14/43	100%	4,070.20	4,206.19
347	Lay 8" Main in Iowa, 18th and 19th Streets.....	City Dist.	S. F. W. D.	7/ 6/43	10/26/43	100%	1,870.90	1,040.84
348	Repaving Street and Sidewalk Openings for 1943-44.	City Dist.	Pacific Pavements Co.	6/21/43	6/30/44	100%	30,820.00	23,604.13
349	Grading Sunset Reservoir Lot, W. Side 24th Avenue between Ortega and Quintara Streets.....	City Dist.	Rosenberg Bros. Grading	8/ 2/43	8/25/43	100%	1,439.50	1,439.50
350	Construction of Concrete Tank on Forest Hill.....	City Dist.	De Luca & Son	8/16/43	.....	65%	20,629.50	11,845.71
351	Harvesting Walnut Crop at Sunol.....	Agricultural	Travis M. Boone	9/ 7/43	12/ 1/43	100%	12,764.00	8,334.93
352	Lay 6" C. I. Mains, 45th and 46th Avenues between Noriega and Ortega Streets.....	City Dist.	S. F. W. D.	10/11/43	11/26/43	100%	3,203.05	2,413.97
353	Lay 2" and 6" C. I. Mains, San Bruno Avenue and Bayshore	City Dist.	S. F. W. D.	11/22/43	1/28/44	100%	2,859.00	2,815.43
354	Lay 6" and 8" C. I. Mains, 38th, 39th Avenues and Vicente Street	City Dist.	S. F. W. D.	10/11/43	2/23/44	100%	2,401.00	1,911.71
355	Painting Tesla Portal Buildings.....	Water Purif.	Deemer & Deemer	10/25/43	12/30/43	100%	1,430.00	1,430.00
356	Lay 12" C. I. Main at San Francisco Airport.....	Peninsula	Martin Murphy	2/ 7/44	4/ 5/44	100%	9,722.00	9,626.52
357	Constructing Fence at Baden Pumping Station.....	Peninsula	Cyclone Fence Div. Amer. Steel & Wire Co.	1/24/44	4/ 7/44	100%	1,620.83	1,613.85
358	Lay 12" C. I. Main, San Felipe Avenue, San Bruno.	Peninsula	W. J. Tobin	2/ 7/44	5/ 5/44	100%	5,926.50	5,366.29
359	Lay 6" and 8" C. I. Mains, 47th Avenue and Vicente Street	City Dist.	S. F. W. D.	2/14/44	5/23/44	100%	2,974.35	2,501.02
360	Lay 6" and 8" C. I. Mains, 41st and 43rd Avenues, and Ulloa and Vicente Streets.....	City Dist.	W. J. Tobin	2/21/44	3/25/44	100%	4,333.50	3,637.68
361	Lay 6" and 8" C. I. Mains, Brookdale Terrace, Geneva Avenue	City Dist.	W. J. Tobin	3/ 6/44	4/27/44	100%	3,680.10	3,479.57
362	Lay 12" C. I. Main for Lane Street Pumps.....	City Dist.	S. F. W. D.	4/17/44	.....	33%	16,569.50	14,117.21
363	Lay 6" and 8" C. I. Mains, Various Locations in Sunset and Parkside Districts.....	City Dist.	W. J. Tobin	4/ 3/44	.....	44%	11,245.75	2,511.23
364	Construction 10" C. I. Main, Santa Rita Road, Pleasanton	Alameda	Martin Murphy	6/19/44	.....	0%	10,642.00	.....
365	Lay 6" and 8" C. I. Mains, 41st, 42nd, 43rd, 47th Avenues and Ortega.....	City Dist.	S. F. W. D.	5/15/44	.....	90%	6,135.40	4,705.92
366	Repaving Street and Sidewalk Openings, Fiscal Year 1943-44	City Dist.	Pacific Pavements Co.	6/ 5/44	6/30/45	0%	853.00	.....
367	Lay 8" C. I. Mains, Jefferson and Hyde Streets.....	City Dist.	S. F. W. D.	6/19/44	.....	0%	2,367.25	.....
369	Alterations on 3rd Floor S. F. W. D. Building.....	General	Carlsen & Franz	6/19/44		0%		

TABLE No. 9-A

PEAK CONSUMPTION BY DISTRICTS

GALLONS

District	1943-44	1942-43	1941-42
rest Hill	872,978	963,644	1,192,663
anford Heights	11,524,000	11,570,000	10,020,000
ake Honda	32,766,223	33,933,594	31,087,186
llege Hill	11,611,000	10,862,000	10,152,000
niversity Mound	36,529,000	33,244,000	27,602,000
erced Manor	1,667,000	1,546,000	1,779,000
n Francisco (combined)	89,906,000	90,226,000	79,458,000
burban	24,084,000	18,464,000	17,300,000
stem Peak	109,899,000	106,855,000	94,504,000

TABLE No. 10

UNIT COST FOR METER MAINTENANCE

Year	Meters In Use	Total Cost	Cost Per Meter	Labor Cost Per Meter	Material Cost Per Meter
37-38	117,424	$58,703.54	$0.50	$0.278	$0.172
38-39	120,027	50,867.27	0.42	0.237	0.119
39-40	123,921	47,096.71	0.38	0.185	0.146
40-41	128,422	49,192.69	0.38	0.188	0.136
41-42	131,052	46,739.38	0.36	0.19	0.128
42-43	131,375	39,281.88	0.30	0.194	0.062
43-44	132,873	44,264.92	0.33	0.220	0.079

TABLE No. 11

UNIT COST OF METER INSTALLATION

	1940-41	1941-42	1942-43	1943-44
eters Set	5,018	3,511	985	1,895
rcent ¾" and smaller	96.1	94.6	83.2	90.7
bor	$0.82	$1.24	$3.08	$1.85
pervision	0.13	0.06	0.47	0.41
eter	8.60	8.56	8.77	14.96
aterial	2.06	1.85	3.21	1.84
quipment	0.09	0.13	0.26	0.22
ving	0.18	0.15	0.34	0.16
iscellaneous	0.02	0.18	0.02	0.02
	$11.90	$12.17	$16.15	$19.46

TABLE No. 12
UNIT COST OF SERVICE CONNECTION

	1940-41	1941-42	1942-43	194
Services installed	5,159	2,940	352	1,2
Percent ¾"	98.5	97.5	85.5	9
Labor	$3.86	$5.47	$19.22	$6
Supervision	0.58	0.50	2.87	1.
Material	1.97	2.58	9.39	4.
Equipment	0.84	0.78	2.08	1.
Miscellaneous	0.01	0.86	.78	0.
Paving	1.80	1.09	2.63	1.
	$9.06	$11.28	$36.97	$15.

TABLE No. 13
PIPE RECORDS FOR 1943-44
CITY DISTRIBUTION SYSTEM
—Wrought Iron and Steel Pipe—

Size	Total Pipe in Ground July 1, 1943	Pipe Laid 1943-44	Removed or Abandoned 1943-44	Total Pi in Groun June 30, 1
¾"	12,452′	0′	0′	12,452
1"	41,936	0	100	41,836
1¼"	3,928	0	0	3,928
1½"	173,760	1,616	460	174,916
2"	304,153	222	0	304,375
3"	28,024	0	0	28,024
4"	3,979	0	0	3,979
5"	804	0	0	804
6"	3,809	0	0	3,809
12"	6,555	0	0	6,555
13"	456	0	0	456
16"	25,587	0	0	25,587
20"	65,728	0	0	65,728
22"	24,311	0	0	24,311
23½"	9,087	0	0	9,087
24"	26,443	0	0	26,443
30"	26,953	0	0	26,953
33"	2,409	0	0	2,409
36"	40,854	0	0	40,854
37½"	8,896	0	0	8,896
44"	22,974	0	0	22,974
48"	11,504	0	0	11,504
60"	9,981	0	0	9,981
Total W. I. and S.	854,583′	1838′	560′	855,861′

ORGANIZATION AND PERSONNEL

N. A. Eckart.....General Manager and Chief Engineer

WATER PRODUCTION AND ENGINEERING

T. W. Espy.....Engineer of Water Production
I. E. Flaa.....Hydraulic Engineer
C. A. Lauenstein.....Assistant Hydraulic Engineer
L. A. McAtee.....Construction Engineer
W. A. Yount.....Superintendent Alameda Division
W. R. Anderson.....Assistant Superintendent Alameda Division
G. J. Davis.....Superintendent Peninsula Division
S. M. Millard.....Assistant Superintendent Peninsula Division
G. E. Fanning.....Photographer

CITY DISTRIBUTION

G. W. Pracy.....Superintendent City Distribution
O. G. Goldman.....Assistant Superintendent City Distribution
J. J. Miley.....General Foreman City Pipe System
John E. O'Marie.....General Foreman Services and Meters
J. J. Lyons.....Supervisor of Yard
R. W. Tullis.....Superintendent Machine Shop and Equipment

WATER PURIFICATION

*G. E. Arnold.....Chief Water Purification Engineer
*H. L. Fruitman.....Water Purification Engineer
*E. W. Barbee.....Water Purification Engineer
H. C. Medbery.....Chief Water Purification Engineer
H. W. Tracy.....Water Purification Engineer
M. H. Keyak.....Water Purification Engineer
*P. R. Bonderson.....Water Purification Engineer

*On military leave.

WATER SALES

V. E. Perry.....Manager Water Sales Divisi
A. M. Cooley.....Assistant Manager Water Sales Divisi
W. D. Ryder.....Supervisor Consumers' Accoun
J. E. Huntoon.....Assistant Supervisor Consumers' Accoun
Joseph Conway.....Supervisor of Collectio
F. S. Hobro.....Assistant Supervisor of Collectio
J. C. Joost.....Supervisor Docks and Shippin
C. C. Young.....Chief Meter Inspecto
James Hennessy.....Consumers' Complaint Investigato

LANDS AND AGRICULTURE

J. G. Brucato.....Superintendent Agricultural Division
F. Peters.....Assistant Superintendent Agricultural Division

ACCOUNTS

E. J. White.....Senior Accountant
H. J. Pachtner.....Senior Bookkeeper
H. M. Kinsey.....Cashier

RETIRED 1943-44

During the past fiscal year the following employees were retired from service, and recognition is given on account of their faithful service in the organization:

Charles Sweeney—Laborer.....20½ years' service
Andrew J. Johnson—Fireman S. S. E.....25 years' service
Roy M. Bollock—Ranger.....17⅓ years' service
Denis O'Callaghan—Laborer.....37½ years' service
Edward Servos—Blacksmith's Helper.....17½ years' service
Nils Persson—Reservoir Keeper.....38 years' service
Charles H. Rathbone—Laborer.....18¾ years' service
Carl Menzel—Water Service Inspector.....47⅝ years' service
William M. Gainer—Reservoir Keeper.....48 years' service

TABLE No. 21

RECORD OF BUILDING PERMITS
Issued by the Department of Public Works
During the Fiscal Years 1940-41 to 1943-44

	1940-41	1941-42	1942-43	1943-44
Class "A"	$5,130,000*	$8,188,686	.....	.....
Class "B"	1,300,062	2,210,000	$742,460	.....
Class "C"	2,550,443	1,713,015	445,980	$115,700
Frames	17,532,858	10,144,314	3,138,700	4,982,960
Alterations	3,459,953	2,963,590	1,609,248	4,301,169
Public Buildings	181,286	102,661	.....	.....
U. S. Government	2,503,245	2,267,048	4,668,855	.....
State Buildings	960,583	166,810	.....	.....
Housing Authority S. F. Temporary War Dwellings	.....	.....	.....	2,722,000
Totals	$33,618,430	$27,774,124	$10,605,243	$12,121,829

*Includes $4,000,000 U. S. Appraiser's Building.

TABLE No. 22

NUMBER OF BUILDING PERMITS
Issued by the Department of Public Works
During the Fiscal Years 1940-41 to 1943-44

	1940-41	1941-42	1942-43	1943-44
Class "A"	4	4	....	....
Class "B"	7	10	2	....
Class "C"	107	63	18	6
Frames	4,405	2,795	675	1,512
Alterations	4,270	3,053	1,502	2,251
Public Buildings	4	2	0	0
U. S. Government	10	7	2	0
State Buildings	3	2	0	0
Totals	8,810	5,936	2,199	3,769

TABLE No. 23

NUMBER OF CONTRACTORS' JOBS HANDLED BY THE BUILDERS' AND CONTRACTORS' SUPPLY SECTION

Totals during the Fiscal Years:

1940-41	4,385
1941-42	440
1942-43	1,116
1943-44	1,650

TABLE No. 24

AGRICULTURAL DIVISION—RECEIPTS AND EXPENSES

	1939-40	1940-41	1941-42	1942-43	1943-44
Recepits, Agricultural:					
Rentals—Cattle Leases	.....	.....	.....	$26,589.94	$40,248.05
Rentals—Flat Rates	.....	.....	.....	12,827.22	8,249.95
Rentals—Share Crops	$3,005.68	$10,128.43	$12,111.88	14,656.98	14,436.26
Rentals—Cash	45,069.32	48,869.30	52,983.03	.....	.....
Receipts, Non-Agricultural:					
Rentals—Flat Rates	.....	.....	.....	8,789.61	10,118.01
Taxes Paid by Tenants	1,061.29	1,146.50	136.16	134.11	164.65
Royalties	.....	.....	.....	1,988.99	6,716.62
Sale of Walnuts	13,730.46	17,240.16	32,867.90	44,000.73	49,552.64
Total Gross Income	$62,866.75	$77,384.39	$98,098.97	$108,987.58	$129,486.18
Expenses:					
General:					
Administration and Superintendence	$5,524.43	$5,868.58	$3,766.03	$4,426.92	$4,990.98
Miscellaneous Office Supplies and Expenses	622.42	549.22	816.85	434.07	699.76
Automotive Service	692.77	486.63	436.02	446.82	548.27
Share Crops:					
Storage Insurance, Handling Freight	111.93	36.49	204.67	417.92	66.58
Care of Properties:					
Repairs—Buildings, Structures and Grounds	2,620.39	2,507.87	4,031.91	6,712.25	3,034.70
Walnut Orchard:					
Care of Orchard	8,105.07	9,627.25	9,236.64	6,173.20	12,744.47
Crop Harvest	5,068.67	3,473.77	9,748.75	13,518.67	10,174.93
Packing House and Selling Expense	1,850.59	2,409.24	3,361.60	1,744.12	1,178.80
Total Operating Expenses	$24,596.27	$24,959.05	$31,602.47	$33,873.97	$33,438.49
Net Income	$38,270.48	$52,425.34	$66,496.50	$75,113.61	$96,047.69

AUTOMATIC SPRINKLER INSTALLATIONS

October 26, 1932 to June 30, 1944

Size	1932-39	1939-40	1940-41	1941-42	1942-43	1943-44	Total	Installed Prior to 10/26/32	Grand Total
4-inch	3	0	0	1	0	0	4	...	...
6-inch	49	5	3	7	0	2	66	...	...
8-inch	53	1	9	5	2	3	73	...	...
12-inch	2	0	0	0	0	0	2	...	...
Totals	107	6	12	13	2	5	145	163	308

TABLE No. 18

OFFICIAL METER TESTS

During Fiscal Year Ending June 30, 1944

	0%	1%	2%	3%	4%	5%	6%	8%	10%	15%	Total	Ratio
East	..	1	2	2	..	..	..	..	..	..	5	20%
Low	..	5	..	..	1	..	..	..	..	..	6	24%
M. K.	14	..	..	..	..	..	..	..	..	..	14	46%
Total	14	6	2	2	1	..	..	..	..	..	25	100%
Previous Totals:												
Year 1940....	52	32	18	6	1	1	..	..	..	..	110	
Year 1941....	16	24	10	6	3	..	..	..	..	..	59	
Year 1942....	23	15	10	2	2	..	..	..	..	..	52	
Year 1943....	7	8	7	1	..	1	1	..	..	..	25	

Refunds account of over-registration.....$24.00 (1944)

Increased account of under-registration..... 1.84 (1944)

TABLE No. 19

RECORD OF BAD WATER COMPLAINTS

Comparisons of complaints received during the Fiscal Years 1940-41 to 1943-44, with reference to the Districts Involved.

	1940-41	1941-42	1942-43	1943-44
University Mound.....	77	70	49	36
College Hill	36	34	39	38
Lake Honda Reservoir.....	111	89	159	114
Lake Honda Ocean View.....	51	26	56	91
Lake Honda Lombard.....	27	32	10	13
Forest Hill.....	4	1	7	9
Stanford Heights	44	38	37	65
Presidio Heights.....	17	21	19	10
Merced Manor.....	0	0	0	0
Totals	367	311	376	376

TABLE No. 20

RECORD OF "NO-WATER" COMPLAINTS
Fiscal Years 1940-41 to 1943-44

	1940-41	1941-42	1942-43	1943
(a) Those for which the Department was responsible:				
Choked pipes	89	74	62	28
Service or main broken	22	13	20	11
Service or main too small	87	78	67	70
Elevation too high	78	41	12	22
S/O at main or meter	47	34	24	18
District temporarily S/D	3	1	1	1
Totals	326	241	186	150
Percentage	40.6%	36.4%	36.0%	30.3%
(b) Those for which the Consumers were responsible:				
House valves closed	121	109	106	107
House pipe too small	100	118	71	63
False reports	125	86	71	98
Valves out of order	94	77	54	56
House pipe broken	13	19	10	5
Building too high	0	0	4	2
Overloaded service	24	13	15	14
Totals	477	422	331	345
Percentage	59.4%	63.6%	64.0%	69.7%
Total "No Water"	803	663	517	495

TABLE No. 16-A

METERS INSTALLED—SUBURBAN DISTRICT

Revenue and Non-Revenue Producing as of June 30, 1944

ss of Consumers	⅝"	¾"	1"	1½"	2"	3"	4"	6"	8"	10"	Total
enue Producing:											
Under Regular Rates.....	478	22	42	28	236	..	13	18	.	2	839
Under Special Contracts..	4	1	..	3	18	..	..	..	.	.	26
Total	482	23	42	31	254	..	13	18	.	2	865
n-Revenue Producing:											
Under Regular Rates.....	13	..	1	1	7	..	..	..	1	.	23
Under Special Contracts..	...	..	..	..	4	..	..	..	.	.	4
Total	13	..	1	1	11	..	..	..	1	.	27
al Meters Installed.....	495	23	43	32	265	..	13	18	1	2	892

al meters in service as of June 30, 1944.....		892
s: Meters in excess of accounts.....	173	
s: Non-Revenue Producing Meters.....	27	200
mber of Active Suburban Accounts, June 30, 1944.....		692

mparisons:

	⅝"	¾"	1"	1½"	2"	3"	4"	6"	8"	10"	Total
cord June 30, 1940											
Revenue Producing	442	18	32	22	185	..	10	9	.	2	720
Non-Producing	24	1	3	4	19	..	2	1	1	.	55
Total	466	19	35	26	204	..	12	10	1	2	775
cord June 30, 1941											
Revenue Producing	430	20	27	25	203	..	10	9	.	2	726
Non-Producing	25	..	9	3	6	..	1	1	1	.	46
Total	455	20	36	28	209	..	11	10	1	2	772
cord June 30, 1942											
Revenue Producing	438	15	35	17	201	..	13	13	.	2	734
Non-Producing	19	4	..	4	16	..	1	..	1	.	45
Total	457	19	35	21	217	..	14	13	1	2	779
cord June 30, 1943											
Revenue Producing	457	21	40	32	230	..	13	12	.	2	807
Non-Producing	12	..	2	1	17	..	..	..	1	.	33
Total	469	21	42	33	247	..	13	12	1	2	840

TABLE No. 17

STREET MAIN TAPS AND SERVICE CONNECTIONS RECORD

San Francisco District, June 30, 1944

TAPS ON STREET MAINS

	Wharf	¾″	1″	1½″	2″	3″	4″	6″	8″	12″	16″	To
June 30, 1943	271	142,967	3,392	2,943	2,102	643	293	244	132	5	1	152
Add 1943-44	..	1,083	15	13	28	12	..	13	7	1	1	1
June 30, 1944	271	144,050	3,407	2,956	2,130	655	293	257	139	6	2	154

SERVICE CONNECTIONS

Services connected to street mains, as above	154,
ADD: "Distributors," being one or more additional meters connected to service pipes	10,
Total Connections of record	164,
DEDUCT: Disconnected services	33,
Net live services, all metered 130,717—active; temporary S/O 2,156, less 1,254 extra meters in batteries	131,6

Previous Records	1940-41	1941-42	1942-43
Active	125,198	127,435	128,377
Shut-off	3,224	3,617	2,998
Totals	128,422	131,052	131,375
Less extra battery meters	1,159	1,249	1,247
Net	127,263	129,803	130,128

SERVICE INSTALLATIONS

Fiscal Year 1943-44

District	Taps	Distributors	Total
Richmond District	8	9	17
Sunset District	673	44	717
North Market and Western Addition	16	21	37
South Market and Twin Peaks	464	22	486
Totals	1,161	96	1,257
Previous Years			
1940-41	4,857	243	5,100
1941-42	2,674	112	2,786
1942-43	476	49	525

NATURAL FLOW OF TUOLUMNE RIVER, ELEANOR CREEK AND CHERRY RIVER

in Acre-Feet

Fiscal Year 1943-1944

Month	Tuolumne River at Hetch Hetchy	Eleanor Creek at Lake Eleanor	Cherry River in Cherry Valley	Tuolumne River at La Grange
y	101,286	6,571	15,842	140,897
gust	15,034	462	855	24,802
tember	5,076	351	139	5,205
ober	4,915	533	1,428	11,602
vember	5,091	985	2,420	15,626
cember	6,781	1,496	3,243	20,933
uary	12,395	5,306	6,212	42,727
ruary	16,929	5,908	7,025	80,093
rch	35,499	14,154	16,713	136,136
ril	54,664	20,486	26,551	167,139
y	214,677	46,744	91,051	455,559
ne	159,701	18,543	51,854	267,755
Total	632,048	121,539	223,333	1,368,474

WATER DIVERTED BY THE CITY FROM TUOLUMNE RIVER WATERSHED

Fiscal Year 1943-1944

1943	Million Gallons	1944	Million Gallons
ly	1,753.2	January	1,547.1
gust	93.9	February	1,793.5
ptember	0.0	March	1,920.2
tober	0.0	April	1,901.3
vember	0.0	May	137.1
cember	239.9	June	0.0

Total, fiscal year 1943-1944	9,386.2
Diverted prior to July, 1943	79,863.9
Total diversion since beginning of operation of Hetch Hetchy Aqueduct	89,250.1*

At the end of the fiscal year, the total amount of water stored in Calaveras servoir, the Peninsula reservoirs, and the City reservoirs of the Water Depart-ent was 47.6 billion gallons; in Hetch Hetchy and Lake Eleanor reservoirs, 121.7 llion gallons; in all these reservoirs together, 169.3 billion gallons. This is 5.28 nes the water consumption of the San Francisco Water Department's system r the fiscal year 1943-44.

The gathering, by field measurement and otherwise, of data on stream flow, ring and well yields, ground water levels, uses of water, etc., the compilation of ese data in permanent record form, and the study of the information in its lation to the various interests of the City, continue along the same general lines at have been followed for many years.

*This quantity includes all water delivered to the local system and in addition some water discharged east of the Coast Range Tunnel because of operational requirements.

BEFORE AND AFTER—3
Top—Hetch Hetchy Valley on June 17, 1913.
Bottom—Hetch Hetchy Reservoir on May 1, 1924.

BEFORE AND AFTER—2

Top—O'Shaughnessy Dam site May 9, 1919 with construction under way.
Bottom—Original dam seen from road to Lake Eleanor, April 29, 1924.

above the total of the fiscal year 1942-43; this was due to increase in local consumption, and to low rainfall on the local watersheds during the winter se with consequent deficiency in replenishment of the local reservoirs by r run-off from the adjacent watersheds.

Hydrography:

The rainfall and stream flow of the season 1943-44 were considerably b normal. The Tuolumne River run-off (in terms of computed natural flow) a Grange from July 1, 1943, to June 30, 1944, was 1,368,000 acre-feet; it 2,485,000 acre-feet for the previous fiscal year, which was above normal. H Hetchy Reservoir started spilling June 23, 1944, six weeks later than in 1943.

The Hetch Hetchy organization collaborated as in past years in the snow su work directed by the State Department of Public Works, Division of Water sources, and performed cooperatively by the State and other agencies, both g ernmental and private, interested in conservation of water and in flood cont The data obtained from these surveys are published by the State in bulletins each of the four months beginning with January, in each year, and the last issues include forecasts of run-off for the period April to July inclusive. In a y of deficient precipitation these forecasts give warnings, several months in vance, of impending deficiency of run-off in each river basin, and such inform tion enables the City and the irrigation districts using the Tuolumne River f to arrange conservation schedules for the use of the water to the best advanta of all interests. When a comprehensive system of flood control on the Tuolum is established, the forecasts of run-off in years of high precipitation will guide t regulation of stream flow for the coordinated purposes of flood control, domes water supply, irrigation, and power generation.

Following are the quantities of run-off from the Tuolumne River watershed predicted for 1943 and 1944 from snow survey data, and the correspondin amounts for 1943 as actually measured:

Point of Measurement	1943 April to July, Incl. Acre-feet Run-off Predicted	1943 April to July, Incl. Acre-feet Run-off Measured	1944 April to July, Incl. Acre-feet Run-off Predicted
Hetch Hetchy	700,000	744,000	520,000
La Grange	1,350,000	1,373,000	1,070,000

Hydrographic data pertaining to the Tuolumne River for the fiscal year 1943-4 are tabulated below.

PRECIPITATION IN INCHES

Month	Hetchy Hetchy 1943-44 Season	Hetchy Hetchy 1910-44 Average	Lake Eleanor 1943-44 Season	Lake Eleanor 1909-44 Average	Moccasin 1943-44 Season	Moccasin 1925-44 Average
July	0.00	0.17	0.00	0.11	0.00	0.01
August	0.00	0.11	0.00	0.20	0.00	0.01
September	0.03	0.66	0.03	0.63	0.00	0.18
October	2.38	1.96	2.78	1.99	2.06	1.44
November	2.15	2.69	1.80	3.31	0.95	2.08
December	2.33	4.91	2.62	6.39	2.81	4.18
January	5.37	6.18	7.75	8.37	4.58	5.11
February	5.87	6.01	8.62	8.19	7.00	5.80
March	3.63	4.91	5.21	5.82	1.89	4.13
April	4.93	3.24	5.47	3.70	3.08	2.64
May	1.65	1.81	1.63	1.81	0.56	0.66
June	0.84	0.77	0.83	0.73	0.07	0.22
Total	29.18	33.42	36.74	41.25	23.00	26.46

HETCH HETCHY WATER SUPPLY, POWER AND UTILITIES ENGINEERING BUREAU

J. H. TURNER
Manager and Chief Engineer

J. H. TURNER
Manager and Chief Engineer, Hetch Hetchy Water Supply, Power and Utilities Engineering Bureau

The functions of the Hetch Hetchy Water Supply, Power and Utilities Engineering Bureau embrace the engineering, construction, management and operation of the Hetch Hetchy Water Supply and electric power system, and engineering service to the Municipal Railway and San Francisco Airport.

This organization continues under the necessity of meeting demands for increased service in the face of difficulty in procurement of men and materials. However, the latter condition is lately somewhat eased by relaxation of wartime controls. Work has been limited almost exclusively to that required in connection with the operation and maintenance of the utilities with which the bureau is concerned, the wartime protection of the Hetch Hetchy water and power divisions, a few small items of construction to meet urgent needs, preliminary work on surveys and plans for postwar development, and studies of the engineering problems raised by the prospective acquisition of the Market Street Railway by the City.

Organization and Personnel:

Under J. H. Turner, Manager and Chief Engineer, the principal members of the bureau staff are:

Headquarters administration and engineering, San Francisco office:

L. W. Stocker, Senior Civil Engineer
L. M. Perrin, Electrical Engineer
L. V. Degnan, Civil Engineer
M. J. Bartell, Assistant Hydraulic Engineer
W. W. Helbush, Mechanical Engineer
G. S. Warren, Senior Accountant, in charge of H. H. W. S., P. & U. E. B. accounts to February 21, 1944, when he was promoted to be Assistant Director of the Bureau of Accounts of the Public Utilities Commission.
W. A. Robison, Senior Accountant, in charge of H. H. W. S., P. & U. E. B. accounts from February 21, 1944, succeeding G. S. Warren.

Field operation and maintenance of the water and power production and transmission system, with general headquarters at Moccasin:

Thornton Easler, Electrical Engineer, in charge of operation and maintenance
Douglas Mirk, Superintendent, Moccasin Power House
James V. Mitchell, Superintendent, Early Intake Power House
R. L. Wallace, Assistant Engineer, Moccasin Headquarters
E. E. Rawles, Assistant Engineer, Oakdale Headquarters
M. J. Lyons, Assistant Engineer, Livermore Headquarters

Field engineering and supervision of construction:

J. H. Ryan, Construction Engineer, Hetch Hetchy Water Supply and Power
H. E. Lloyd, Construction Engineer, San Francisco Airport, July 1 to September 21, 1943; Hetch Hetchy Water Supply, from September 22, 1943
A. J. Wehner, Construction Engineer, San Francisco Airport from September 22, 1943, on which date he returned from leave of absence
J. H. Harwood, Construction Engineer, Municipal Railway

Other engineers, draftsmen, surveyors, accountants, clerks, stenographers, operators, mechanics, laborers, etc., are employed, many of them permanently, others temporarily as needed for the work in hand.

Wartime Protection of Property:

The measures instituted in previous years for protecting dams, aqueducts, power plants and other structures against sabotage, continue in force. Many of the more important points are under constant guard; some areas to which the public was formerly freely admitted have been declared military zones, with guards stationed at the entrance points, admitting only persons bearing permits issued by responsible authority; and patrols visit points not under full time guard where appreciable damage might be done. This has required a considerable force and has been correspondingly costly, the total charges for the fiscal year on this account being $77,140.26. The California State Guard detachment, which formerly performed these duties in the region from the Tuolumne River crossing at Red Mountain Bar east to Hetch Hetchy, was withdrawn May 31, 1943, and since that date the guarding and patrolling of the entire system has been performed by City employees. The guards are enrolled as members of the Auxiliary Military Police.

HETCH HETCHY WATER SUPPLY

The Hetch Hetchy Water Supply properties were in operation as usual during the fiscal year 1943-44. Storage of water in the Hetch Hetchy and Lake Eleanor reservoirs was ample for all water supply and power requirements. Besides routine maintenance work, a few relatively small items of work for improvements to the properties were performed.

The quantity of Hetch Hetchy water brought to the City's local system for the fiscal year was 9,386,200,000 gallons, making a total of 88,545,500,000 gallons since October 18, 1934, the date on which the Hetch Hetchy Aqueduct was placed in operation to convey water to San Francisco. The year's total was 49.5 per cent

BEFORE AND AFTER—1
Top—Site of Lake Eleanor Dam June 19, 1913.
Below—Lake Eleanor Dam May 1, 1924.

Relations with Irrigation Districts:

The policy of cooperation in conservation of the waters of the Tuolumne River, adopted by the Turlock and Modesto Irrigation Districts and the City years ago, is operating to the satisfaction of all parties.

The Districts are actively participating in conferences with the City and the United States Army Engineers in matters pertaining to flood control on the Tuolumne River. Complete cooperation has been obtained between these three agencies, which have agreed upon the general plan of construction, and it is expected that a substantial amount of Federal funds, to be fixed in the Flood Control Bill now pending before Congress, will be appropriated to aid in the construction of the Cherry Dam.

Relations with United States Department of the Interior:

The annual payment of $30,000, required by the Raker Act, was made to the United States, bringing the total of payments on this account to $530,000 as of July 1, 1944.

Members of the Utilities Engineering Bureau staff maintain close touch with officials of the Yosemite National Park, on matters affecting the mutual interests of the City and the National Park Service.

Proceedings relating to disposal of power under the Raker Act are described later in this report.

Cherry River Development:

To provide for continuance of measures previously adopted by the Public Utilities Commission to protect the City's water rights on the Cherry River and its rights in general with respect to the Hetch Hetchy Project under the Raker Act, the Board of Supervisors by Ordinance No. 2187, dated June 28, 1943, appropriated $25,000 for preliminary and exploratory work on the Cherry River Project during the fiscal year 1943-44. This is the fourth annual appropriation of $25,000 for this purpose, making a total of $100,000 to date.

The general plan for the Cherry River Project embraces the following major items:

(1) A dam about 300 feet high and 2,600 feet long.
(2) A reservoir having a capacity of approximately 270,000 acre-feet.
(3) A tunnel about 6,400 feet long, with control works, through which nearly all runoff from the Lake Eleanor watershed will be diverted into the Cherry Reservoir for storage.
(4) An aqueduct of 410 cubic feet per second capacity, some 6 miles long, including 6,300 feet of tunnel, on the west side of the Cherry canyon from the proposed dam to a point a short distance upstream from the confluence of the Cherry and Tuloumne Rivers, where a head of 2,000 feet will be developed.
(5) Penstocks, power house and equipment to generate an average of approximately 52,000 kilowatts of electric power.
(6) Suitable transmission lines.

The field work of 1943 ended October 9, when the Cherry Valley camp was closed for the winter.

The flow line survey of the reservoir site, started during the 1943 spring season, was completed on August 31, 1943. The survey established the shore line around the proposed lake. It is a circuit about eleven miles long, enclosing a water surface area of about 1,800 acres.

The boundaries of Sec. 5, T. 1 N., R. 19 E. were surveyed, as rights in this area will be required for the construction of a permanent camp and for the spillway and other appurtenances of the dam.

During the winter season the field work of the previous season was reviewed in the office, and the necessary calculations were made and all data assembled for the filing of an application map with the Federal Government for rights within the reservoir area.

The preliminary design of the entire project was studied in the light of the extensive field work which has now been done. Little change in the basic plan as originally conceived was found advisable.

Economic studies were started as to the type of dam to be constructed. At the present time such studies are confined to the rock fill type and the gravity section concrete type.

A paper location was made of an alternate route for the Cherry River Aqueduct Tunnel, having its south portal near the Jawbone road and on a branch of Granite creek. Such a location would have many advantages, the principal one being a possible forebay location above the penstock.

Extensive studies were made of the run-off records of the Cherry and Eleanor watersheds in order to determine the economic size of the proposed Cherry Reservoir. These studies are not yet complete, but indicate that a reservoir capacity of 270,000 acre-feet would be justified.

During the winter season conferences were held with engineers of the War Department relating to flood control on the Tuolumne River, to which the Cherry River is a principal tributary, with the result that the Chief of Engineers, War Department, has recommended a bill which is now pending before the Congress, whereby the Federal Government would contribute substantial sums of money toward the construction of additional storage facilities on this stream. It is expected that by agreement between the interested parties such contribution, if made, will be applied toward the construction of the Cherry Dam.

The field work of the spring season was started on May 8, 1944, by a well balanced and experienced survey crew.

The camp facilities remained in good condition during the previous winter, and little work other than routine clean-up was necessary to prepare the camp for re-occupation.

The center lines for two alternate paper locations for a rock fill dam were established in the field, and the upstream and downstream toes for such locations were laid out on the ground.

These locations were examined in the field by engineers of the United States Army, the State of California, Modesto and Turlock Irrigation Districts, and the City of San Francisco, who agreed upon a core-drilling program for foundation exploration as a prerequisite to the final selection of the site. This work will be performed during the 1945 working season.

A possible forebay location on a branch of Granite Creek has been located and surveyed. This would require a dam about 750 feet long and 60 feet high. A flow

line survey is being run around the forebay reservoir area, and sufficient topography will be taken for a preliminary determination of the storage capacity available.

Shortage of manpower and lack of supplies, due to wartime restrictions, have retarded much of the exploratory work necessary for this development. However, the engineering feasibility of the project is assured, and its economic value justifies its early construction as a postwar project.

Transbay Construction Company Litigation:

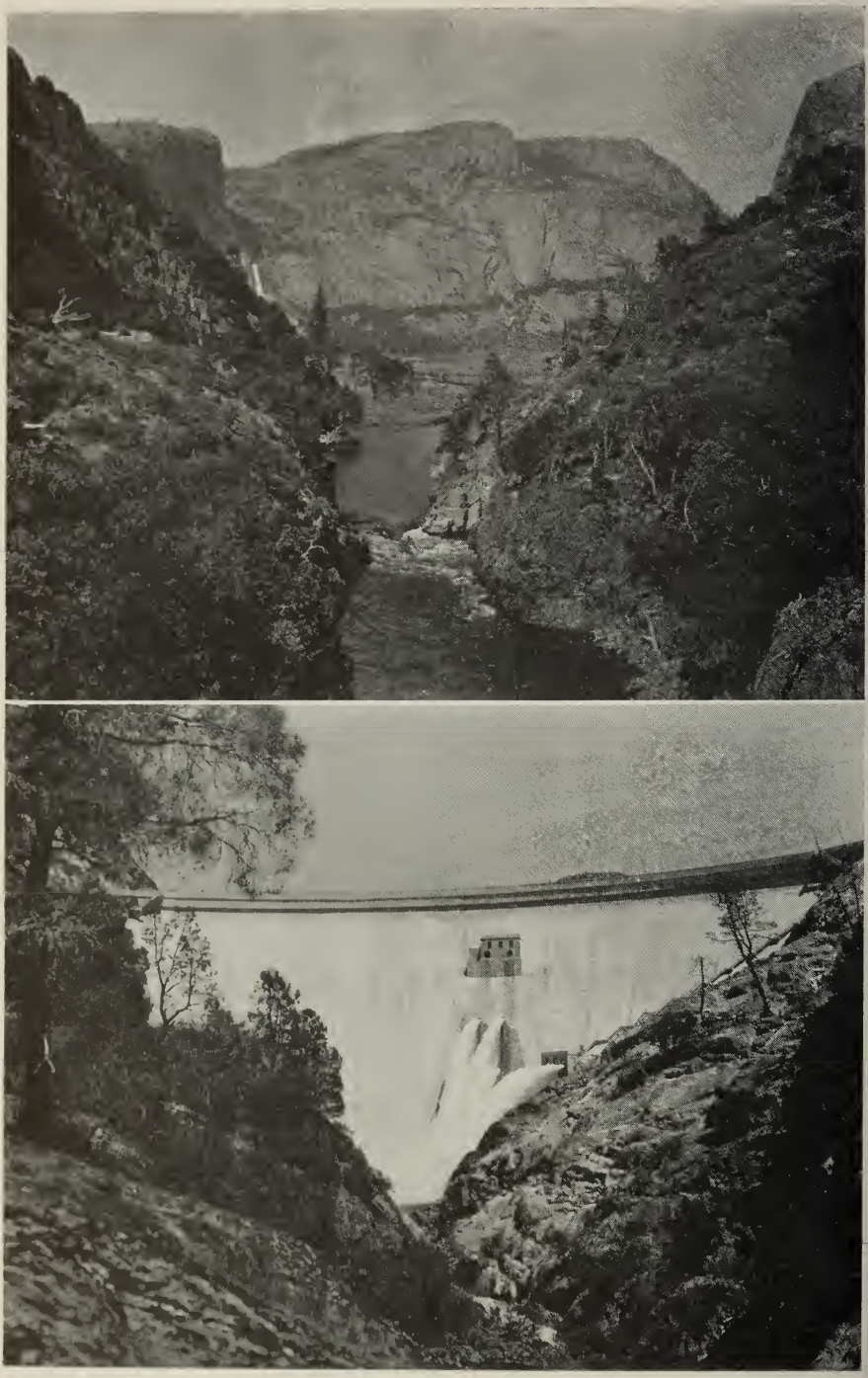
During this fiscal year, the suit of Transbay Construction Company vs. City and County of San Francisco, arising out of the company's contract for the enlargement of O'Shaughnessy Dam, was at last terminated. Judgment had been rendered by the United States District Court against the City several years ago, in an amount of approximately $791,000, as additional compensation to the contractor for the construction work, to which sum interest and court costs were to be added. At the time of argument in the United States Circuit Court of Appeals, the total sum, including interest, had reached close to a million dollars. The Court of Appeals reversed the District Court. The contractor then carried the matter to the United States Supreme Court, petitioning for a writ of certiorari, which was refused. Thereafter proceedings were had in the District Court by the Transbay Company to reopen the case. On March 1, 1944, the matter was argued, and Judge St. Sure of the District Court made an order refusing to reopen the matter, and awarded judgment in favor of the City in the amount of $2,529, for costs of suit. The matter is now definitely closed.

Hetch Hetchy Railroad:

Ordinarily, the City's 58-mile railroad serving the easterly divisions of the Hetch Hetchy system carries only light traffic incidental to the routine operation and maintenance of the water and power system, and most of that traffic occurs when the roads in the higher country are made impassable by snow. The railroad was last used for sustained heavy hauling during the enlargement of O'Shaughnessy Dam, completed in 1938. It will again be required for heavy work when the Cherry River project reaches the construction stage, and for other postwar aqueduct and power construction between Hetch Hetchy and Early Intake. Between heavy construction jobs nearly all the railroad hauling is done in gasoline buses running on the track. Carload shipments are sometimes hauled, in cars not over 40 feet long and not over 40 tons in gross loaded weight, in trains of one car drawn by the City's 20-ton gasoline locomotive.

Maintenance work is done to the extent necessary to keep the line in safe condition for such light and occasional traffic. A considerable amount of money is saved by not attempting to keep the track and roadbed up to the standard that would be required for heavy and frequent loading, even though a large expenditure may be necessary to restore them to 100 per cent condition on resumption of heavy construction.

The work of this fiscal year included the cleaning of culverts and ditches, removal of slides, and replacement of 1,850 old ties with new ones. Two bridges were repaired, the right of way was cleared of brush, fences were repaired, cattle guards were repaired or replaced, and the track was realigned where necessary. During the winter months, the track in the easterly section was kept clear of snow by means of the railroad snow plow.



BEFORE AND AFTER—4

Top—O'Shaughnessy dam site seen from a point 600 feet below on June 22, 1916.
Bottom—O'Shaughnessy Dam, downstream face, May 2, 1939.

The old sand house and oil house in Groveland railroad yard were dismantled, and the galvanized sheet steel from these buildings was salvaged and stored at Moccasin for future use.

Roads and Trails:

The City's private roads were, as usual, kept open for access to the various stations of the system. Work by the City, for this purpose, is necessary also on some public roads, for the reason that it would not be done by anybody else; for example, all maintenance on the road from South Fork via Intake Siding to Mather, and snow removal on the highway between Mather and Hetch Hetchy, which is a Yosemite National Park road.

Cross ditches were dug and side ditches and culverts cleaned on the roads in general, and the usual season's grading was done.

The City's power shovel was used to assist the Tuolumne County authorities to construct a low water ford across the Tuolumne River about 1,000 feet down stream from the Stevens Bar bridge. This ford is used by vehicles whose gross weight exceeds the safe capacity of Stevens Bar bridge, posted during the year for eight tons maximum load.

The portable crushing and screening plant was taken from Moccasin and erected at Drew Meadows on the South Fork-Mather Road. This plant will be used to crush surfacing material for the Intake and South Fork-Mather Roads.

Trails were cut around the City property at Moccasin, Hetch Hetchy Junction, Red Mountain Bar, West Portal, Priest and Groveland as a protection against fire, and the grass burned off in the enclosed areas.

Watersheds:

The City's men assisted in the State Snow Survey work (see "Hydrography," above). The final snow survey of the season was made at the Beehive Meadows course on May 2, 1944. An average depth of 36.83 inches of snow was registered, with 46.01 per cent water content. In May, 1943, 14.8 inches of snow were recorded at that station, with 45.6 per cent water content. The snow survey of the 1943-44 season indicates that, taken as a whole, the water content of the Tuolumne watershed snow pack is about 75 per cent of that of an average pack.

O'Shaughnessy Dam and Vicinity:

Logs and debris were removed from Hetch Hetchy reservoir, piled and burned at suitable points along the shore line, and the facilities for mooring boats in the reservoir were improved.

A labor crew of six to ten men is used in removing and disposing of logs and other floating debris from the reservoir. While this is in progress the men live at the O'Shaughnessy Dam camp and are transported daily in a gasoline engine powered work boat between the dam and their work, the greater part of which is done in the upstream half of the reservoir basin. In the past, only one boat has been available for such use. A serious hazard has been created by that condition: if the boat was disabled by engine failure or accident while in a remote part of the lake, or for any other reason failed to return to the dam when it should, there would be no adequate means for sending aid and returning the disabled boat and its crew to camp. To eliminate that hazard, a second power boat was purchased.

It was built in a San Francisco yard, delivered to the reservoir by the builder, and is now in service. It has a length of 27 feet and a beam of 7.5 feet, and is powered by a 25-horsepower, 4-cylinder marine type gasoline engine.

The valves inside O'Shaughnessy Dam were given a coat of paint, and the skylights on the dam were painted. All doors in the dam were taken down, cleaned and painted top and bottom; and the covers of all wells were painted.

Linoleum was laid in the two Hetch Hetchy Water Supply cottages at Mather, and the inside of one was painted. Some painting inside of Guest Houses Nos. 1 and 2 at O'Shaughnessy Dam was done.

Lake Eleanor Dam:

New stop logs were framed and taken to Lake Eleanor for use in the spillway.

Lower Cherry Aqueduct:

Gravel and boulders were removed from in front of the intake grizzlies at the Cherry diversion dam when necessary, to permit free flow of water into the aqueduct tunnel. Removal of this water-borne material is a recurrent job. The bureau's postwar work schedule includes the construction of a sluiceway for the more convenient disposal of the deposits.

The trash screen or grizzly in the forebay above the power house was cleaned. This screen is provided with motor-driven rakes (described in 1938-39 report, page 101), which remove leaves and other light material brought to the forebay by the water and held on the upstream surface of the screen; but many acorns, with some bits of waterlogged wood, too small to be held on the screen surface but not quite small enough to pass freely through the openings, become lodged between the screen bars, just too far in to be reached by the teeth of the mechanical rakes, and when the material so held begins to noticeably obstruct the flow it must be removed by tedious hand work with special hooked tools. This is necessary, on an average, twice a year.

A rock slide was cleared away above the Power House at Intake, and the rock wall around the water tank near the Intake penstock was rebuilt.

Hetch Hetchy Aqueduct, Early Intake to Tesla Portal:

The Mountain, Moccasin, Foothill and San Joaquin divisions of the main aqueduct required little attention other than routine maintenance and patrol.

One detail outside of the usual routine is of interest from the standpoint of hydraulics. The reinforced concrete Moccasin Diversion Conduit, 10 feet in diameter, through which the water of Moccasin Creek flows beneath Moccasin Reservoir, has an invert (inside bottom) lining of steel plates, each one-fourth inch thick, four feet wide, and about twelve feet long, fastened in place by means of anchor bolts and clips. This strip of steel protects the concrete against the erosive effect of gravel and small boulders carried through the conduit by the heavy flood flows, rolling and skipping along the steel bottom lining. In one section of the conduit it was found on inspection that six of the plates had become loosened and bent out of shape by exceptionally severe action of the water and water-borne material, due to turbulent flow caused by offsets at openings formed in one side of the conduit in the original construction and sealed in a temporary manner. The six plates were removed, five to be re-rolled to proper shape and reinstalled, and

one which was damaged beyond repair to be replaced with a new plate. The repair and replacement will be made next fall, and at the same time the basic cause of the trouble will be eliminated by filling the old openings so as to make the conduit wall smooth and continuous.

Hetch Hetchy Aqueduct, Coast Range Division:

This division consists of 28.64 miles of tunnel and .59 mile of 69-inch reinforced concrete pipe. It extends in tunnel from Tesla Portal, on the west side of the San Joaquin Valley, where the San Joaquin pipe line connects with the tunnel, to Alameda East Portal, a distance of 25.19 miles. There the jurisdiction of the Hetch Hetchy Water Supply, Power and Utilities Engineering Bureau in the operation of the aqueduct ends, and that of the San Francisco Water Department begins. (The Water Department also operates and maintains the chlorinating station at Tesla Portal.) The concrete pipe extends from that point as a siphon across the valley of Alameda Creek to Alameda West Portal and joins the second section of the tunnel, 3.45 miles long, which terminates at Irvington Portal.

On August 19, 1943, the lining of the tunnel between Alameda East Portal and Tesla Portal was inspected by engineers of this bureau and the Water Department, and found to be in satisfactory condition, defects being minor and not calling for repair. There are, and have been since shortly after the lining was constructed, numerous circumferential cracks due to shrinkage of the concrete; such cracks are inevitable in unreinforced tunnel lining, and have no structural significance. There are also some longitudinal cracks, but none indicating an unsafe condition.

The guarding and patrolling of all points of access to the tunnel and surrounding properties, as well as other sabotage-prevention measures, were carried on throughout the year. No untoward incidents occurred.

Regular routine maintenance of roads, structures, etc., was performed as usual.

The old wooden gravel bunkers at Alameda Creek, used during the construction of the tunnel, were dismantled, timbers in good condition for re-use were salvaged, and the site was cleaned up.

At the Alameda East Portal storage battery charging station, a new water rheostat tank was installed. The rheostat is used in discharging the battery of the electric truck that is used for inspection and maintenance purposes in the tunnel —periodical discharge being a part of the maintenance routine of the type of battery with which this truck is equipped. A water rheostat tank for the same purpose was provided for the Tesla Portal charging station, for which all equipment is now on hand but not yet fully installed.

The portable steel headframe was taken from the Livermore yard, erected at Valle Shaft, and painted. This headframe is of all-steel construction and can be dismantled and moved from place to place, and erected for use wherever needed. It is intended for use when hoisting is necessary for inspection of any of the five construction shafts, or for minor repairs that may be required in any shaft or in the tunnel section reached through the shaft. It had been erected by the fabricator in his yard in San Francisco, but since delivery had been stored in sections in the Livermore headquarters yard. Erection at one of the prospective points of use of the frame was now desirable, as a test of erection methods, for painting, and for storage at a point where it would not encumber yard space needed for other uses. Valle Shaft was selected as the most suitable location for erection as it is the most conveniently accessible of all the shafts, and a concrete foundation for the frame

BEFORE AND AFTER—5
Top—Site of Moccasin Power House and Village in 1913.
Bottom—The same scene on May 5, 1934.

had already been constructed there. (Similar foundations are to be provided at all other shafts, as well as foundations for the hoist that will be temporarily installed with the headframe when hoisting in the shaft is required.) Until it is needed elsewhere, the frame will be left standing at Valle Shaft, for convenience in inspection, painting and greasing.

The road leading from Alameda East Portal to the tunnel ventilating system on the hill above the portal was graded and put in condition for convenient access to these structures by motor vehicles.

The road crossing from the main Corral Hollow road to Thomas Camp road was repaired and reconstructed during the year. Two culverts, 44 inches in diameter, 60 feet long, were installed, with concrete wing walls and apron on the downstream side. A channel change was made on the upstream side and a footwall 30 feet long was built, with rip-rap walls which were grouted to make a solid mass. The old culverts and headwalls of the roads in and adjacent to Corral Hollow were repaired. This improved system of culverts, channel changes and bank protection has satisfactorily carried all of the flood waters of Corral Hollow Creek and its tributaries.

After the tunnel was put in operation in 1934 a series of leaks developed at Alameda East Portal, and they steadily increased. The rate of leakage when the tunnel was under its maximum working pressure was at first about 16 gallons per minute, and in late years reached the approximate rate of 40 g.p.m. On May 3, 1944, the water in the tunnel was turned off and preparations made to grout this section of tunnel in an effort to cut off this flow of water. Drilling of grout holes was started at Station 1493+24, 386 feet east of the portal. A total of 108 grout holes were drilled in a distance of 372 feet between that station and the portal. The holes were 2¼ inches in diameter and were drilled with seven-foot steel. They averaged three holes per 10 feet of tunnel, one being drilled at spring line on the south side of the tunnel, one in the arch, and one on the north side at spring line. Grout, consisting of 1 sack of cement to 15 gallons of water, was then pumped into these holes, by means of a Worthington duplex pump, 6x4x6, at 70 pounds pressure per square inch, except near the portal, where there was light ground cover and 40 pounds pressure was used. On June 30, 1944, the work was still in progress, but only a few days will be required for completion. About 1900 sacks of cement have been used.

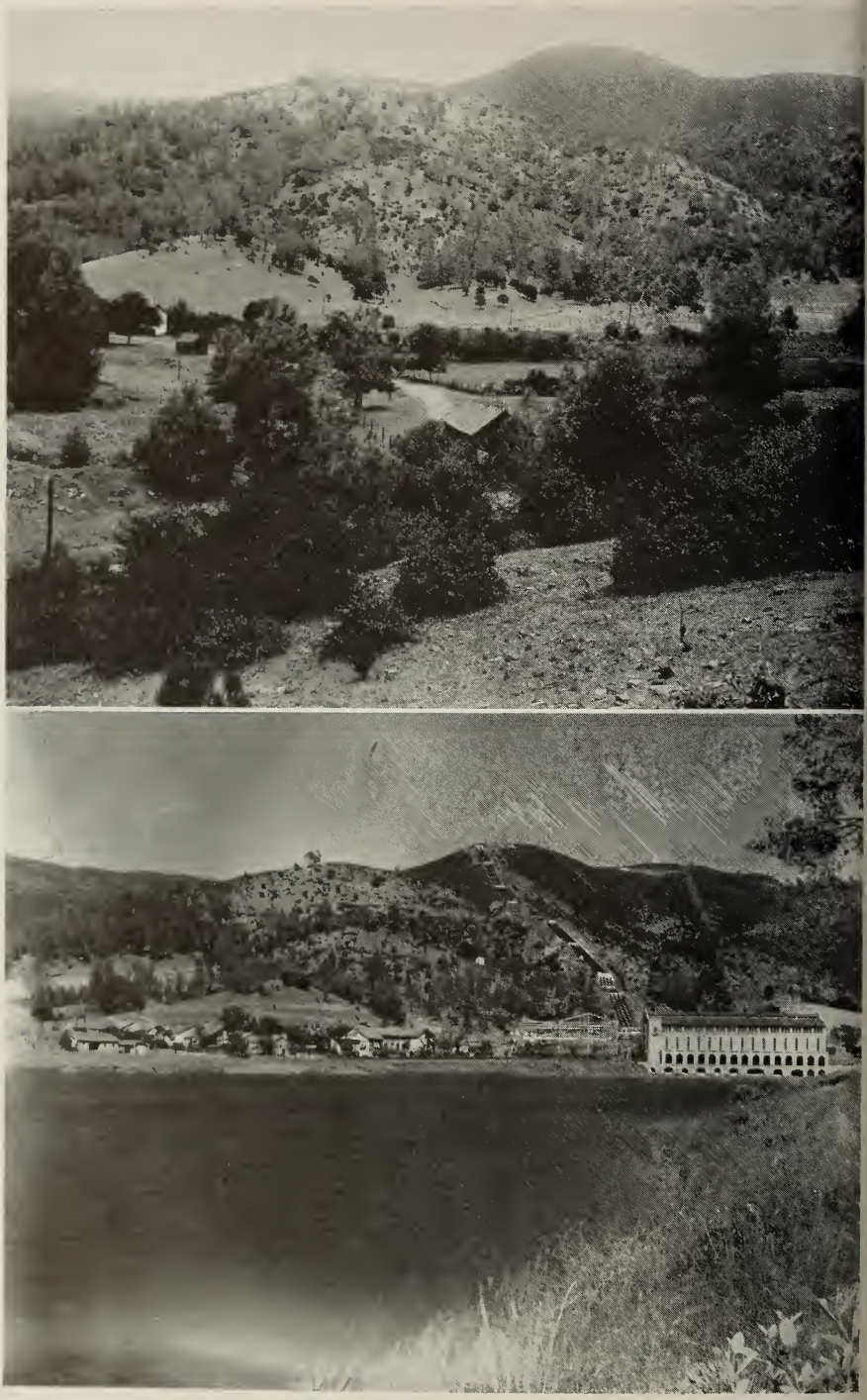
Corral Hollow Pipe Line:

As noted in the annual report for 1942-1943 (page 100), on June 30, 1943, an agreement was entered into with the Federal Works Agency whereby the United States purchased the remaining 14.7 miles of the Corral Hollow Pipe Line, in the ground, "as is, where is," for the lump sum of $135,000.00.

On July 26, 1943, Macco Construction Company, under contract with the Federal Works Agency (at an estimated price of $96,025.22), began the removal of the pipe. The contract was completed October 27, 1943.

After a short time spent in developing and improving the method for removal of the pipe, the contractor adopted the following general procedure, with some variation to suit topography.

The earth above the pipe was plowed with a rooter plow and then removed by a bulldozer, leaving a trench open down to the top of the pipe and somewhat wider than the diameter of the pipe. Next, the earth along sides of the pipe, down to about the horizontal center line, was loosened by the plow, but not removed.



BEFORE AND AFTER—5
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The pipe was then cut circumferentially by men working inside with cutting torches, into lengths varying with the nature of the ground, usually about 90 feet in flat or gently sloping ground with relatively few curves in the pipe line, and 60 or 30 feet in rough ground with frequent bends. A small notch was cut in the top of one of the abutting sections, at the circumferential cut, so that a hook could be inserted for lifting the pipe, avoiding the need for excavation to pass a rope or chain beneath the pipe. The sections were then lifted from the trench by means of a tractor fitted with a boom, those more than 30 feet in length were cut into 30-foot lengths, and the pipe was hauled to Livermore or Moy to await shipment by rail or truck to its final destination. Before shipment, pipe that had been damaged in the course of removal was repaired, and where flame-cut ends of sections did not meet the specification requirement that the circumferential cuts should not vary more than one-half inch from a true plane at right angles to the pipe axis, a new cut was made to leave the pipe in satisfactory condition. A considerable amount of such trimming was done, the contractor finding it cheaper to make the second cut than to take the extra care that would have been necessary to insure the required degree of accuracy in cutting the pipe before removal from the trench.

The pipe was laid in 1932. It was coated inside and out with asphalt by dipping at the fabricator's plant, and about five miles had a felt wrapping. On removal, the felt wrapping was found in excellent condition, and most of the asphalt lining was in good condition, but the outside coating of pipe not wrapped was in poor condition; when the pipe was lifted from the trench most of the coating of the lower half stuck to the ground, and the coating that remained on the pipe could generally be peeled off in large sheets, exposing the bare metal. Notwithstanding the deterioration of the coating, the steel was in excellent condition, showing nothing worse than rust and very little pitting. Incidentally, it should be remarked that the deterioration of the asphalt exterior coating was expected. This pipe was laid as a temporary line to meet an emergency, to be removed after a few years, reconditioned and relaid in a permanent location, and the extra cost of a more durable coating would not have been justified. The felt wrapping was used where aggressive soil and ground water might have caused excessive corrosion before removal of the pipe from the temporary location.

The trench was backfilled by means of the bulldozers. In general, on account of the nature of the ground, it was not considered necessary to compact the fill during placement; sufficient material was mounded above the ground level to compensate for anticipated settlement of the fill. However, on steep lengthwise slopes, additional work was done to consolidate the fill, or occasional sections of it, so that drainage water reaching the trench line could not flow along through loose fill and wash it out; and road crossings were thoroughly compacted and surfaced. Earth to make up for the volume of the pipe removed was obtained by scraping a shallow layer from the adjacent surface of the right of way.

The pipe line had been sold by the City to the United States before removal, and San Francisco was not a party to the contract for the work of removal, but this bureau kept the work under observation because the City, as owner of the 50-foot right of way easement occupied by the pipe line, would undoubtedly be considered responsible by the property owners for any damage to their adjacent land or their livestock.

Over four miles of the 44-inch pipe removed was used in the construction of a new pipe line for the water supply system of the city of San Diego. Several miles of 36-inch pipe was taken by the East Bay Municipal Utility District for a new mainline connection to the city of Richmond, California. In both cases the pipe

was reconditioned and was lined inside and covered outside with thin layers of concrete.

Two miles of the Corral Hollow pipe line is still in place. This is in several sections. The longest, 9,263 feet of 36-inch pipe, is in use; it is connected to the Alameda Creek siphon of the Hetch Hetchy Aqueduct, and extends northerly in Alameda Creek valley toward Sunol. It is a part of the supply line conveying water to the San Francisco Water Department establishment at Sunol and to the town of Sunol. Five sections of 36-inch pipe, 1,301 feet in all, and a 45-foot section of 44-inch pipe, were left in place in paved roadways and elsewhere because the cost of replacing pavements and the amount of other surface damage would have exceeded the salvage value of the pipe. This abandoned pipe, however, is still City property and remains available for removal in case an emergency should make it urgently necessary to secure a small amount of such pipe regardless of cost.

In September, 1943, two reels of bare copper wire and one of No. 6 insulated cable were sold for $629.40. The total receipts from sales of the Corral Hollow pipe line and appurtenant equipment and material now amount to $177,632.59.

Material still available for sale includes three 2,500 kva transformers, six reels (about 6,250 pounds) of No. 1 and 1/o bare stranded copper wire, 452 insulators bought for the 23,000 volt transmission line, 193 wire connectors, and 924 feet of 3-conductor, 300,000 c.m. rubber, lead and armored 2,500-volt cable; the estimated sale value of this remaining material is about $15,000.

Hetch Hetchy Aqueduct, Bay Crossing and Peninsula Divisions:

These divisions comprise the two parallel pipe lines, 21.2 miles long, and the 1.7-mile Pulgas Tunnel, through which the water flows from Irvington Portal of the Coast Range Tunnel to Crystal Springs Reservoir. They are under the jurisdiction of the San Francisco Water Department, and activities in connection with them are noted in that department's report.

Financial Statements:

The financial statements relative to the Hetch Hetchy Water Supply follow the descriptive report of the Hetch Hetchy Water Supply, Power and Utilities Engineering Bureau.

HETCH HETCHY POWER OPERATION

Full operation of the City's generating plants continued during the year, the bulk of the output being delivered to the aluminum reduction plant at Riverbank. Supplementary energy was purchased from the Pacific Gas and Electric Co. to meet the requirements of this load.

There was no major construction work during this fiscal year.

Water Conditions:

Both storage reservoirs on the project were full at the beginning of the fiscal year. While snow surveys indicated a subnormal seasonal run-off, there was a sufficient carryover to make normal power production possible in the next year. The fuel situation being critical, this project's hydro energy is making a valuable contribution to the war effort.

At Hetch Hetchy Reservoir, draft from storage commenced on July 24, 1943.

BEFORE AND AFTER—6
Top—Clubhouse at Moccasin January 18, 1928.
Bottom—Transformation by Tom O'Donnell as of July 26, 1935.

This reservoir was full again on June 23, 1944, and was still spilling at the end of the fiscal year.

Draft from storage began at Lake Eleanor on July 27, 1943. On April 12, 1944, the lake was full again, and it was still spilling June 30.

Water in storage east of Moccasin Power House on June 30 of the last two years was:

	Acre Feet 1944	1943
Hetch Hetchy Reservoir	346,456	345,874
Lake Eleanor	27,113	27,113
Priest (forebay)	693	688
Totals	374,262	373,675

Early Intake Power House:

Turbine No. 3 was given a general overhaul. The wicket plate, wickets and back plate were repaired. A rebuilt runner, new seal rings and new wear rings were installed. The mechanically operated relief valve was replaced with one of the dash pot type, remodeled at the Moccasin machine shop.

Moccasin Power House:

This plant has been operated at high load factor since it started up in 1925. Because of consequent aging of the generator insulation, the limiting operating temperature of the stator windings was reduced from 100° to 95° C. To carry full load with this reduction of operating temperature, some cooling facilities had to be provided. After studying various cooling methods, an experimental evaporative type air cooler was installed for one generator. This proved satisfactory and the other generators were equipped with similar coolers in June. Prior to this time, load had to be reduced in hot weather, to avoid exceeding the temperature limit.

The coolers consist of pads of excelsior mounted in frames surrounding the air intakes. Water from perforated pipes at the tops percolates down through the pads. The humidity is usually low during hot weather, and consequently there is sufficient evaporation to cool the incoming air to the desired temperature while using only a relatively small quantity of water. Fifty thousand cubic feet of air per minute is required for cooling each of the four 20,000 kva. generators.

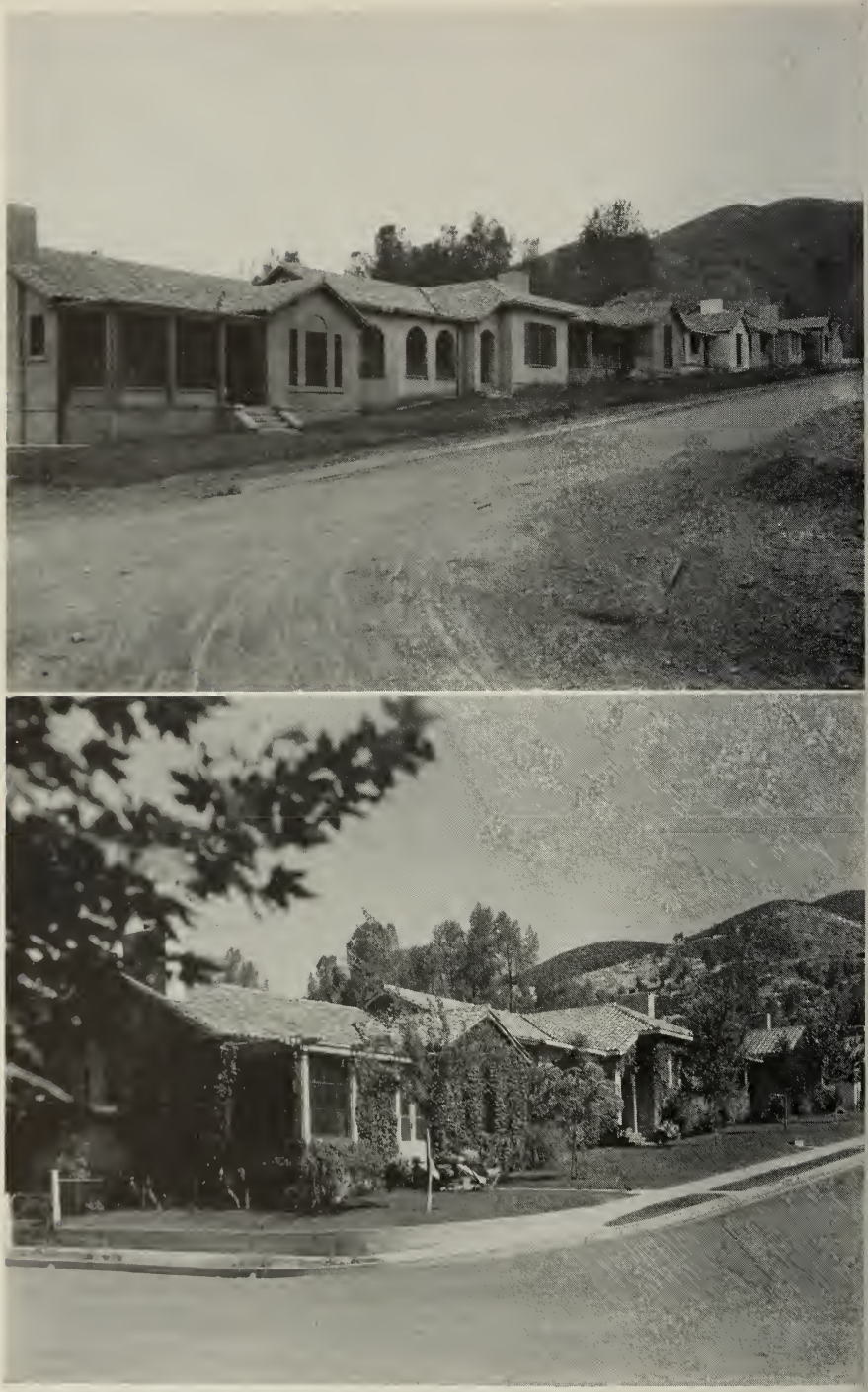
In anticipation of a possible future breakdown, a full set of stator coils for one generator was ordered. With this was purchased a set of fan blades and deflectors of improved design. When these are installed, the safe generating capacity will be appreciably greater, as the new coils will have Class "B" insulation, which is superior to the composite insulation of the original coils, and the new fans will increase the flow of ventilating air. If desired, the cooling system can be converted to the water-cooled recirculating type, dispensing with the evaporative cooler.

Three expansion joints on the penstock lines were repacked, and the piston packing was renewed in the hydraulic operating cylinders of two penstock valves.

A new 3 h.p. Freeon refrigerating system was installed in the Moccasin Club House, replacing the worn-out ammonia system.

Transmission and Communications:

The work of overhauling splices on the aluminum (steel-reinforced) conductors of the 110 kv. transmission line was continued, a total of 577 splices being worked over during the year. In this work, sleeves found in good condition are filled with



BEFORE AND AFTER—7

Top—Moccasin Employes' Cottages before landscaping, November 30, 1924.
Bottom—How they looked from the same spot on July 26, 1935.

red lead, and those found corroded are replaced with new splices of improved type. Ninety-seven armor rods were installed.

The 25,200 kva. capacitor installation at the Riverbank Aluminum Plant was maintained by the Hetch Hetchy line forces.

Seven additional towers were painted with aviation obstruction markings, in accordance with a Navy request, at Navy expense, in the vicinity of the Vernalis Airfield. A cost estimate was made and submitted to the Navy covering the installation of obstruction lights on these towers and the seven towers painted during the preceding year, 14 towers in all; this also at the request of the Navy. However, the Navy had not authorized this installation at the close of this fiscal year.

Line crews replaced 75 poles on the 22 kv. lines and 72 poles on telephone lines.

Power Disposal:

A second unit of the aluminum reduction plant at Riverbank went into production in September, 1943. The third and final unit was ready shortly afterward, but, upon orders from the War Production Board, was not placed in service. The two units in service supplied sufficient load to require the purchase of some supplementary energy from the Pacific Gas and Electric Company at Newark substation.

Because of delay in getting the Riverbank plant in service, the City had been granted an extension until July 1, 1944, of the effective date of the Federal District Court injunction banning delivery of surplus Hetch Hetchy energy to the Pacific Gas and Electric Co. During the early part of 1944 the War Production Board started to curtail the production of aluminum and discontinuation of operation of the Riverbank plant was threatened. To protect the City's power revenue, the City Attorney petitioned U. S. District Judge Roche for an extension of another year. At the hearing, held on June 26, engineering testimony was presented pointing out the need for delivery of Hetch Hetchy energy into the California power pool if the Riverbank plant be shut down. The City's engineering witness also submitted data from studies for supplying various municipal loads with Hetch Hetchy energy, with compensation to be arranged for Pacific Gas and Electric Co. services in bringing this energy from Newark to the required delivery points.

The petition was opposed by the Department of Justice on the ground that there was no immediate prospect of a shutdown of the Riverbank plant, quoting the Department of the Interior to this effect. However, Judge Roche exhibited a telegram that he had received from the head of the Magnesium and Aluminum Division of the War Production Board stating that such a shutdown was likely.

At the conclusion of the hearing, the Court ordered an extension to August 28, 1944, with the stipulation that, by that time, the City submit a plan for power disposal in conformity with the Raker Act.

Output Data:	Nameplate Capacity kva.	Maximum Load kw.	Gross Generation kwh.	Annual Load Factor %
Early Intake Power House....	3,000	3,800	29,234,600	87.8
Moccasin Power House.....	80,000	81,000	503,038,000	70.9
Combined	83,000	84,800*	532,272,600	71.7

*Simultaneous demand.

Energy Disposition:	Kilowatt-hours	Per cent
Total generated	532,272,600	
Used at power houses	772,400	
Net generation	531,500,200	80.95
Received from P. G. & E. Co.	125,102,400	19.05
Net available	656,602,600	100.00
Used on project	1,752,178	.27
Delivered to P. G. & E. Co.	60,413,580	9.20
Delivered to Aluminum Company of America	566,431,770	86.27
Losses and unaccounted for	28,005,072	4.26

Financial Statements:

Financial statements relative to the power system and its operation follow the descriptive report of the Hetch Hetchy Water Supply, Power and Utilities Engineering Bureau.

MUNICIPAL RAILWAY ENGINEERING

Union Street Trolley Coach Line:

An application for approval of the conversion of the "E" line to trolley bus operation was filed with the Office of Defense Transportation of April, 1942, and was disapproved. Since that time the traffic on the Municipal Railway has increased 50 per cent, with no additional equipment furnished. With a view toward increasing the transportation capacity and operating efficiency, this application was submitted again on June 7, 1944. A parallel application was filed asking approval for the purchase of 16 trolley buses. These applications had not been acted upon at the end of the fiscal year.

Track Reconstruction:

The continuation of wartime restrictions prevented the undertaking of needed track reconstruction, and the shortage of manpower makes it difficult for the track maintenance crews to handle the heavy demands resulting from the continued use of worn-out tracks.

Reconstruction of Tracks on Market Street from Valencia Street to Twin Peaks Tunnel:

The four tracks on Market Street west of Valencia are worn out and their reconstruction is long overdue. On this portion of Market Street two tracks are ample to carry present and anticipated traffic, and about four years ago plans and specifications were drawn for the reconstruction of the inner tracks and the removal of the outer ones. The work was delayed by legal formalities and other causes until the advent of the war, which caused it to be temporarily suspended.

There is urgent need for reconstruction of the tracks, and an attempt is being made to revive the project. The Hetch Hetchy Water Supply, Power and Utilities Engineering Bureau is now negotiating with the War Production Board and the Office of Defense Transportation for necessary authority to proceed with the work.

Miscellaneous Construction:

A number of urgent repairs of the Municipal Railway were handled by this Bureau, as enumerated in the following list of contracts:

Contract No. 211—Roof Repairs, Geary Street Car House: Awarded August 23, 1943, to Adam Arras & Son; completed December 2, 1943; final contract price, $4,359.00. Repairs to the tile roof and skylights over the office section of the car house, and miscellaneous incidental work.

Contract No. 212—Reglazing Skylights at the Geary Street Car House: Awarded September 7, 1943, to Cobbledick-Kibbe Glass Co.; completed November 17, 1943; final contract price $2,619.25. Replacement of approximately 4,000 square feet of broken glass in the skylights of the Geary Street car house.

Contract No. 213 (Informal)—Repairs to Kiosks at Eureka Valley Station, Twin Peaks Tunnel: Awarded September 8, 1943, to A. W. Cordes, Final contract price, $340.00. Repairs comprising the removal of ornamental plaster over the entrances of the two westerly kiosks of the Twin Peaks Tunnel, and replastering the surface.

Contract No. 214—Painting Skylights and Ventilators at Geary Street Car House: Awarded October 25, 1943, to Deemer & Deemer; completed December 11, 1943; final contract price, $2,530.00. Painting of metal work at the Geary Street car house, such as skylight frames, roof ventilators and vent pipes.

Acquisition of the Market Street Railway:

A charter amendment providing for the acquisition of the operative properties of the Market Street Railway Company was submitted to the people at a special election on May 16, 1944, and was approved by a vote of 108,621 to 84,078.

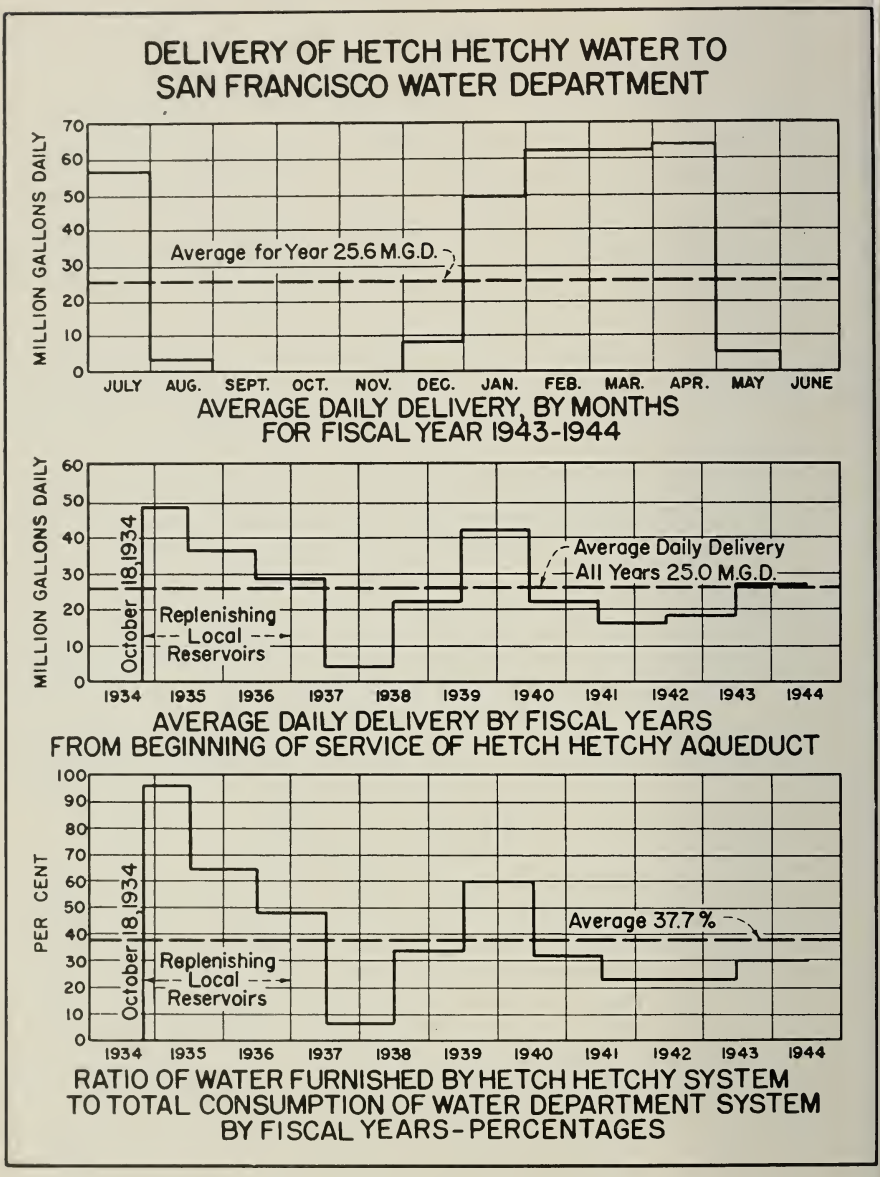
This amendment, known as Section 119.1 of the Charter, provides for the purchase of the operative properties of the Company by the City for a total price not to exceed $7,500,000. Upon payment of an initial installment of $2,000,000, the City will take over the properties and operate them as part of the Municipal Railway system. The remainder of the purchase price, with interest thereon at 4 per cent annually, is to be paid out of the earnings of the system.

Although the actual consolidation of the two railway systems cannot be accomplished until the contract provided for in the amendment has been executed and the initial payment made, the Bureau of Engineering is endeavoring to anticipate as many as possible of the projects that will be necessary or desirable for the operation of the combined systems. Some of these, of course, cannot be determined until the system has been in operation long enough for the new traffic pattern to develop, and until other guides that experience will provide are available.

Plans are being prepared for various track connections that seem desirable, some of which are planned for installation as soon as practicable after the Market Street Railway properties have been acquired.

SAN FRANCISCO AIRPORT ENGINEERING

The service rendered by the Hetch Hetchy Water Supply, Power and Utilities Engineering Bureau to the San Francisco Airport Department included preparing plans and specifications, supervising construction and maintenance work, making studies for the large-scale enlargement of the airport, and other postwar major



improvements, and negotiating with the State Highway Commission for relocation of the Bayshore Highway to eliminate the barrier which the highway now presents to the expansion of airport facilities onto the City's land west of the existing roadway.

With the United States military forces using the airport, considerable attention

was necessary to secure proper coordination of the work planned and constructed by the United States Engineers with that already done or planned by the City, so that permanent improvements would be in line with future development plans and give the City the maximum permanent value, and also to prevent impairment or destruction of existing installed facilities.

Expenditures for construction were made by the United States Army Engineers, the United States Navy, United Air Lines, and by the City. A small balance of the 1938 Airport bond fund has been carefully nursed to finance small but urgent new construction items.

The construction work done by all parties consists of improvements in the airport terminal building, filling and paving and constructing a cafeteria and other buildings in the United Air Lines lease area, and special installations and buildings for the military forces.

More detailed information on airport engineering and construction work appears in the San Francisco Airport section of the report of the Public Utilities Commission.

TREASURE ISLAND

This bureau collaborated with the Airport Department and the special counsel of the Public Utilities Commission in the negotiations with United States Government departments regarding Treasure Island, and regarding related matters affecting San Francisco Airport; this bureau furnishing plans and cost estimates for use in the discussion of these matters.

These negotiations led to the preparation and execution of two separate contracts between the City and the United States, on behalf of the Army and the Navy respectively, which were the basis of settlement of an eminent domain proceeding pending in the United States District Court, under which the Government sought title to Treasure Island. The settlement of this suit entailed a lengthy stay in Washington for the City's representatives, and many conferences with representatives of the Department of Justice and the Judge Advocates of the Army, the Navy and the Air Corps, as well as other legal departments. The result of this work was that the City relinquished its title to Treasure Island to the Navy, in consideration of which the Navy agreed to improve a portion of San Francisco Airport by the construction of hangars and other improvements requiring expenditures in excess of $5,000,000; and the Army likewise agreed to improve the Airport by constructing a runway that requires the filling of an area extending into the Bay 3,000 x 1,500 feet, constructing taxiways and appurtenant construction, all involving the expenditure of another $5,000,000 estimated cost.

As a part of this settlement, the City also relinquished title to the 93 acres of Airport land lying north and northwest of the Seaplane Harbor, against which the United States had started condemnation proceedings to secure the land for the Navy's purposes, including the construction of the hangars and other improvements above mentioned; but this land with all improvements is to be returned to City ownership after the war.

The improvements being constructed by the Army and the Navy at San Francisco Airport are described in greater detail in the report of the San Francisco Airport department for this fiscal year.

HETCH HETCHY WATER SUPPLY AND POWER PROJECT
CONSOLIDATED BALANCE SHEET
JUNE 30, 1944

ASSETS AND OTHER DEBITS

UTILITY PLANT	Total	Power	Water
Electric Plant	$12,387,068.94	$12,387,068.94	.....
Water Supply Property	93,286,943.40	.....	$93,286,943.40
Total Utility Plant	$105,674,012.34	$12,387,068.94	$93,286,943.40
Less Reserve for Depreciation	16,548,995.04	4,970,359.39	11,578,635.65
Remainder, Depreciated Value	$89,125,017.30	$7,416,709.55	$81,708,307.75
INVESTMENTS			
Other Physical Property:			
Amazon and Glen Park Reservoir Sites	$460,925.00	.....	$460,925.00
Total Investments	$460,925.00	.....	$460,925.00
CURRENT AND ACCRUED ASSETS			
Cash on Deposit with Treasurer:			
H. H. Project Operating Fund	$97,403.03	.....	$97,403.03
H. H. Reconstruction and Replacement Fund.	385,777.63	$181,317.99	204,459.64
H. H. Bond Funds	313,625.46	.....	313,625.46
Special Deposits with Treasurer:			
H. H. Bond Interest Funds	687,996.25	.....	687,996.25
H. H. Bond Redemption Funds	1,011,000.00	.....	1,011,000.00
H. H. W. S. Land Purchase Fund	2,802.50	.....	2,802.50
Working Funds:			
Revolving Funds	9,000.00	4,000.00	5,000.00
Cash in Transit	372.41	140.20	232.21
Accounts Receivable:			
Aluminum Company of America	256,588.85	256,588.85	.....
Pacific Gas and Electric Company	8,242.11	8,242.11	.....
Other Consumers and Miscellaneous	1,032.95	265.77	767.18
Receivables from Municipality:			
Interfund Accounts, P. S. E.			
San Francisco Water Department	1,008.00	.....	1,008.00
H. H. Power Division (Contra)	151,078.37	.....	151,078.37
Municipal Railway	3,864.43	.....	3,864.43
San Francisco Airport	4,876.06	.....	4,876.06
Public Utilities Commission	282.28	.....	282.28
Interfund Accounts, General C. & C.			
Recreation Department	1,043.43	315.46	727.97
General Fund	8,070.89	.....	8,070.89
Materials and Supplies:			
Electric	16,530.35	16,530.35	.....
Corral Hollow Pipe Line	10,834.92	.....	10,834.92
Prepayments:			
Tesla Chlorinator Power Line	1,287.75	.....	1,287.75
Rent, U. S. Government	15,000.00	.....	15,000.00
Fire Insurance Premium	535.17	.....	535.17
War Risk Insurance Premiums	856.35	820.23	36.12
Total Current and Accrued Assets	$2,989,109.19	$468,220.96	$2,520,888.23
DEFERRED DEBITS			
Cash withheld by H. H. W. S. for work enc. but not yet performed (Contra)	$1,560.67	$1,560.67	.....
Suspense Debits:			
Sales Tax (Contra)	4,442.41	24.24	$4,418.17
Preliminary Investigations and Surveys:			
Cherry River Development	74,023.03	.....	74,023.03
Commitments (Contra)	21,761.09	5,445.73	16,315.36
Work in Progress			
Accts. Receivable and Interfund Replacements	36,780.49	2,877.67	33,902.82
Total Deferred Debits	$138,567.69	$9,908.31	$128,659.38
TOTAL ASSETS AND OTHER DEBITS	$92,713,619.18	$7,894,838.82	$84,818,780.36

HETCH HETCHY WATER SUPPLY AND POWER PROJECT
CONSOLIDATED BALANCE SHEET
JUNE 30, 1944

LIABILITIES AND OTHER CREDITS

LONG TERM DEBT	Total	Power	Water
Bonds, Municipality:			
Issues 1910 to 1933, due December 1, 1944 to July 1, 1977	$53,100,000.00	$6,347,400.00	$46,752,600.00
Total Long Term Debt	$53,100,000.00	$6,347,400.00	$46,752,600.00
CURRENT AND ACCRUED LIABILITIES			
Accounts Payable and Commitments:			
Warrants Outstanding	$34,998.96	.....	$34,998.96
Contracts, Purchase Order, etc., for			
Material and Services Rendered	34,989.16	$1,667.16	33,322.00
Commitments (Contra)	21,761.09	5,445.73	16,315.36
Payables to Municipality:			
Interfund Accounts, P. S. E.			
San Francisco Water Department	35,895.15	404.44	35,490.71
H. H. W. S. (Contra)	151,078.37	151,078.37	.....
Municipal Railway	1,233.39	.....	1,233.39
Interfund Accounts, General City and County			
Employees' Retirement System	5,336.27	1,257.14	4,079.13
Cash Reserve Fund	185,000.00	.....	185,000.00
Department of Public Works	4.96	.....	4.96
General Fund—Tax Collector, Taxes	1,196.75	.....	1,196.75
Matured Long Term Debt:			
Matured Bonds not presented for payment	11,000.00	.....	11,000.00
Maturing July 1, 1944	1,600,000.00	.....	1,600,000.00
Matured Interest:			
Matured Coupons not presented for payment	59,246.25	.....	59,246.25
Maturing July 1, 1944	1,087,750.00	.....	1,087,750.00
Interest Accrued not due	28,875.61	.....	28,875.61
Total Current and Accrued Liabilities	$3,258,365.96	$159,852.84	$3,098,513.12
DEFERRED CREDITS			
Suspense Credits:			
Other	$113.20	.....	$113.20
Sales Tax (Contra)	4,442.41	$24.24	4,418.17
Total Deferred Credits	$4,555.61	$24.24	$4,531.37
RESERVES			
Employees' Provident Reserve:			
Reserve for Vacations	$7,001.37	.....	$7,001.37
Reserve for Sick Leave	1,311.88	.....	1,311.88
Injuries and Damages Reserve	7,927.42	.....	7,927.42
Reserve for Retirement System	231.08	.....	231.08
Reserve for Advance, work not yet performed:			
San Francisco Water Department	71,949.49	.....	71,949.49
Hetch Hetchy Power Division (Contra)	1,560.67	.....	1,560.67
Municipal Railway	204.80	.....	204.80
Total Reserves	$90,186.71	.....	$90,186.71
Total Liabilities	$56,453,108.28	$6,507,277.08	$49,945,831.20
SURPLUS			
Surplus (see detail annexed)	$36,260,510.90	$1,387,561.74	$34,872,949.16
TOTAL LIABILITIES AND OTHER CREDITS	$92,713,619.18	$7,894,838.82	$84,818,780.36

HETCH HETCHY WATER SUPPLY AND POWER PROJECT

CONSOLIDATED COMPARATIVE INCOME STATEMENT

JUNE 30, 1944

UTILITY OPERATING INCOME	July 1, 1943 to June 30, 1944				July 1, 1942 to June 30, 1943			
	Power	Water	Eliminate Duplications	Consolidated	Power	Water	Eliminate Duplications	Consolidated
Operating Revenue:								
Moccasin Power House and P. G. & E. Co.:								
Pacific Gas and Electric Company	$247,888.69			$247,888.69	$2,152,502.40			$2,152,502.40
Aluminum Company of America	2,706,165.42			2,706,165.42	165,042.93			165,042.93
	$2,954,054.11			$2,954,054.11	$2,317,545.33			$2,317,545.33
Construction, Operating and Miscellaneous	172.19			172.19	176.37			176.37
	$2,954,226.30			$2,954,226.30	$2,317,721.70			$2,317,721.70
Early Intake Power House:								
Pacific Gas and Electric Company	$46,817.49			$46,817.49	$84,844.67			$84,844.67
Aluminum Company of America	56,888.76			56,888.76				
	$103,706.25			$103,706.25	$84,844.67			$84,844.67
Construction, Operating and Miscellaneous	1,460.13			1,460.13	1,495.15			1,495.15
	$105,166.38			$105,166.38	$86,339.82			$86,339.82
Water Sales:								
Standby Charge and Sale of Water—San Francisco Water Department		$661,277.00		$661,277.00		$661,277.00		$661,277.00
Standby Charge and Sale of Water—Hetch Hetchy Power Division		735,474.00	$735,474.00			735,474.00	$735,474.00	
Total Operating Revenues	$3,059,392.68	$1,396,751.00	$735,474.00	$3,720,669.68	$2,404,061.52	$1,396,751.00	$735,474.00	$3,065,338.52

Operating Revenue Deductions:								
Operating Expenses:								
Production Expense	$120,073.82	$100,687.35		$220,761.17	$105,651.47	$96,897.64		$202,549.11
Purchase of Water for Power	735,474.00		$735,474.00		735,474.00		$735,474.00	
Purchased Power	610,249.51			610,249.51				
Transmission Expense	47,608.63	32,317.23		79,925.86	41,422.58	31,167.48		72,590.06
Distribution Expense	3,753.28			3,753.28				
War Emergency—Protection of Property	37,353.18	39,787.08		77,140.26	464.60	33,040.40		33,505.00
Administrative and General Expense	52,198.64	70,051.48		122,250.12	49,667.49	67,515.95		117,183.44
Total Operating Expenses	$1,606,711.06	$242,843.14	$735,474.00	$1,114,080.20	$932,680.14	$228,621.47	$735,474.00	$425,827.61
Depreciation Expense	341,980.51	1,295,836.35		1,637,816.86	325,223.38	1,311,837.33		1,637,060.71
Taxes (Actually Paid)		13,192.08		13,192.08		14,043.61		14,043.61
Fee to U. S. Government (Raker Act)		30,000.00		30,000.00		30,000.00		30,000.00
Total Operating Revenue Deductions	$1,948,691.57	$1,581,871.57	$735,474.00	$2,795,089.14	$1,257,903.52	$1,584,502.41	$735,474.00	$2,106,931.93
Net Operating Revenues	$1,110,701.11	*$185,120.57*	0	$925,580.54	$1,146,158.00	*$187,751.41*	0	$958,406.59
OTHER INCOME								
Miscellaneous Non-operating Revenue	5,080.95	911.83	0	5,992.78	5,202.18	1,193.04	0	6,395.22
Gross Income	$1,115,782.06	*$184,208.74*	0	$931,573.32	$1,151,360.18	*$186,558.37*	0	$964,801.81
INCOME DEDUCTIONS								
Interest on Long Term Debt	$294,783.00	$2,246,453.86	0	$2,541,236.86	$306,671.00	$2,337,043.38	0	$2,643,714.38
Total Income Deductions	$294,783.00	$2,246,453.86	0	$2,541,236.86	$306,671.00	$2,337,043.38	0	$2,643,714.38
Balance Transferred to Earned Surplus	$820,999.06	*$2,430,662.60*	0	*$1,609,663.54*	$844,689.18	*$2,523,601.75*	0	*$1,678,912.57*

Italic figures denote loss and deficiency.

HETCH HETCHY WATER SUPPLY AND POWER PROJECT

CONSOLIDATED SURPLUS ACCOUNT

For the Twelve Months Ended June 30, 1944

	Power	Water	Eliminate Duplications	Consolidated
Surplus, June 30, 1943	$1,321,411.77	$34,246,988.63		$35,568,400.40
Adjustments Made in Current Year Applicable to Prior Year's Surplus				
Add:				
Miscellaneous Additions to Surplus	49.15	40.67		89.82
	$1,321,460.92	$34,247,029.30		$35,568,490.22
Less:				
Adjustment of Depreciation Expense prior to June 30, 1943	$502.10	$41.33		$543.43
	$502.10	$41.33		$543.43
Adjusted Surplus at June 30, 1943	$1,320,958.82	$34,246,987.97		$35,567,946.79
Additions to Surplus:				
Net Earnings from Power Operations for Twelve Months ended June 30, 1944	820,999.06			$20,999.06
Contribution from General Fund—Taxes Fiscal Year 1943-1944		240,414.46		240,414.46
Contribution through General Fund from San Francisco Water Department for Bond Interest and Redemption 1943-1944		1,906,020.00		1,906,020.00
Contribution from San Francisco Water Department for Operating Expenses		209,294.28		209,294.28
Contribution from Hetch Hetchy Power Division for Bond Interest and Redemption July 1, 1943 to June 30, 1944		683,969.79	683,969.79	
Contribution from 1932 Hetch Hetchy Bond Fund Telephone Line	548.65		548.65	
Contribution from Hetch Hetchy Power Div. for Reconstruction and Replacements 1943-1944		70,975.00	70,975.00	
	$2,142,506.53	$37,357,661.50	$755,493.44	$38,744,674.59
Deductions from Surplus:				
Net Loss from Water Productions, for Twelve Months ended June 30, 1944		2,430,662.60		2,430,662.60
Contribution to Hetch Hetchy Water Supply for Bond Interest and Redemption, July 1, 1943 to June 30, 1944	683,969.79		683,969.79	
Contribution to Hetch Hetchy Water Supply for Reconstruction and Replacements, 1943-1944	70,975.00		70,975.00	
Contribution to Hetch Hetchy Power Division from 1932 Hetch Hetchy Bond Fund for Construction Telephone Line from Sectionalizing Switches to Aluminum Plant, Riverbank		548.65	548.65	
Loss on Sale of Corral Hollow Pipe Line Material		53,501.09		53,501.09
	$754,944.79	$2,484,712.34	$755,493.44	$2,484,163.69
Surplus, June 30, 1944	$1,387,561.74	$34,872,949.16	0	$36,260,510.90

Composition of Surplus, Cumulative to June 30, 1944

Additions to Surplus:				
Net Earnings from Power Operations, August 16, 1925 to June 30, 1944	$24,091,644.97			$24,091,644.97
Contribution from General Fund for Bond Interest and Redemption		$36,082,808.79		36,082,808.79
Contribution from Hetch Hetchy Power Division for Bond Interest and Redemption and Construction		22,090,086.49	$22,090,086.49	
Contribution from Hetch Hetchy Power Division for Reconstruction and Replacements		280,739.82	280,739.82	
Contribution from 1932 Hetch Hetchy Bond Fund for 4 New Cottages at Early Intake and Sectionalizing Switches and Metering Equipment, Riverbank and Telephone Line	49,320.63		49,320.63	
Contribution from San Francisco Water Department for Bond Interest and Redemption		2,335,819.00		2,335,819.00
Contribution through General Fund from San Francisco Water Department for Bond Interest and Redemption		3,489,244.14		3,489,244.14
Contribution from San Francisco Water Department for Operating Expenses		1,481,000.17		1,481,000.17
Contribution from San Francisco Water Department for Reconstruction and Replacements	1,228.59	33,841.84		35,070.43
Interest Received from Other Funds		77,801.23		77,801.23
Bond Premium, 1910-1932 Hetch Hetchy Bond Funds		1,240,169.26		1,240,169.26
Bond Premium, 1933 Hetch Hetchy Dam Bonds		137,438.55		137,438.55
Grants Earned on Federal Work Projects—Hetch Hetchy Dam and Moccasin Diversion Works.		1,211,450.00		1,211,450.00
Miscellaneous Additions to Surplus	9,270.64	4,889.05		14,159.69
Contribution from Hetch Hetchy Power Division to 1932 Bond Fund for Sale of 2 Steel Transmission Towers		250.00	250.00	
	$24,151,464.83	$68,465,538.34	$22,420,396.94	$70,196,606.23
Deductions from Surplus:				
Net Loss from Water Productions, July 1, 1935 to June 30, 1944		$30,441,813.90		$30,441,813.90
Bond Discount, 1910 Hetch Hetchy Bonds		737,956.39		737,956.39
Retirement Corral Hollow Pipe Line		1,287,803.01		1,287,803.01
Cost of Newark-San Lorenzo Pipe Line Transferred to San Francisco Water Department		1,063,840.76		1,063,840.76
Contribution to Hetch Hetchy Water Supply for Bond Interest and Redemption	$22,090,086.49		$22,090,086.49	
Contribution to Hetch Hetchy Water Supply for Reconstruction and Replacements	280,739.82		280,739.82	
Contribution from 1932 Hetch Hetchy Bond Fund to Hetch Hetchy Power Division for Reconstruction and Replacements		49,320.63	49,320.63	
California Railroad Commission Evaluation of P. G. & E. Co.'s San Francisco Properties	392,006.43			392,006.43
Miscellaneous Deductions from Surplus	820.35	11,854.49		12,674.84
Contribution to 1932 Hetch Hetchy Bond Fund for Sale of 2 Steel Transmission Towers	250.00		250.00	
	$22,763,903.09	$33,592,589.18	$22,420,396.94	$33,936,095.33
Surplus, June 30, 1944	$1,387,561.74	$34,872,949.16	0	$36,260,510.90

HETCH HETCHY WATER SUPPLY AND POWER PROJECT

STATEMENT OF
ANNUAL BOND INTEREST BY FISCAL YEARS (CASH BASIS)

Interest Maturity Dates	July 1 January 1	July 1 January 1	July 1 January 1	July 1 January 1	December 1 June 1	December 1 June 1	
Rate of Interest	Issue of 1909	Issue of 1910	Issue of 1925	Issue of 1928	Issue of 1932	Issue of 1933	Total
2¾%	.....	.....	.....	.....	$324,000.00	.....	$324,000.00
3%	.....	.....	.....	.....	194,000.00	.....	194,000.00
4%	.....	.....	.....	.....	280,000.00	$3,500,000.00	3,780,000.00
4½%	$600.000.00	$45,000,000.00	.....	$24,000,000.00	143,000.00	.....	69,743,000.00
5%	.....	.....	$10,000,000.00	.....	1,234,000.00	.....	11,234,000.00
5¾%	.....	.....	.....	.....	4,325,000.00	.....	4,325,000.00
Total Issues	$600.000.00	$45,000,000.00	$10,000,000.00	$24,000,000.00	$6,500,000.00	$3,500,000.00	$89,600,000.00
Bond Interest Expense as of July 1, 1943	$72,900.00	$33,677,194.97	$6,930,527.69	$13,344,055.96	$3,525,555.07	$848,147.23	$58,398,380.92
Interest Fiscal Year							
1943-44		$945,000.00	$318,750.00	$918,000.00	$287,485.00	$73,500.00	$2,542,735.00
1944-45		900,000.00	306,250.00	891,000.00	276,507.50	66,500.00	2,440,257.50
1945-46		855,000.00	293,750.00	864,000.00	265,530.00	59,500.00	2,337,780.00
1946-47		810,000.00	281,250.00	837,000.00	254,712.50	52,500.00	2,235,462.50
1947-48		765,000.00	268,750.00	810,000.00	243,895.00	45,500.00	2,133,145.00
1948-49		720,000.00	256,250.00	783,000.00	233,077.50	38,500.00	2,030,827.50
1949-50		675,000.00	243,750.00	756,000.00	222,260.00	31,500.00	1,928,510.00

1950-51		630,000.00	231,250.00	729,000.00	211,442.50	24,500.00	1,826,192.50
1951-52		585,000.00	218,750.00	702,000.00	200,625.00	17,500.00	1,723,875.00
1952-53		540,000.00	206,250.00	675,000.00	189,872.50	10,500.00	1,621,622.50
1953-54		495,000.00	193,750.00	648,000.00	179,120.00	3,500.00	1,519,370.00
1954-55		450,000.00	181,250.00	621,000.00	168,367.50	.....	1,420,617.50
1955-56		405,000.00	168,750.00	594,000.00	157,615.00	.....	1,325,365.00
1956-57		360,000.00	156,250.00	567,000.00	146,862.50	.....	1,230,112.50
1957-58		315,000.00	143,750.00	540,000.00	136,110.00	.....	1,134,860.00
1958-59		270,000.00	131,250.00	513,000.00	125,360.00	.....	1,039,610.00
1959-60		225,000.00	118,750.00	486,000.00	114,610.00	.....	944,360.00
1960-61		180,000.00	106,250.00	459,000.00	103,860.00	.....	849,110.00
1961-62		135,000.00	93,750.00	432,000.00	93,110.00	.....	753,860.00
1962-63		90,000.00	81,250.00	405,000.00	82,360.00	.....	658,610.00
1963-64		45,000.00	68,750.00	378,000.00	71,610.00	.....	563,360.00
1964-65		.....	56,250.00	351,000.00	61,377.50	.....	468,627.50
1965-66		.....	43,750.00	324,000.00	51,895.00	.....	419,645.00
1966-67		.....	31,250.00	297,000.00	42,412.50	.....	370,662.50
1967-68		.....	18,750.00	270,000.00	32,930.00	.....	321,680.00
1968-69		.....	6,250.00	243,000.00	23,447.50	.....	272,697.50
1969-70		.....	.....	216,000.00	13,965.00	.....	229,965.00
1970-71		.....	.....	189,000.00	4,482.50	.....	193,482.50
1971-72		.....	.....	162,000.00	.....	.....	162,000.00
1972-73		.....	.....	135,000.00	.....	.....	135,000.00
1973-74		.....	.....	108,000.00	.....	.....	108,000.00
1974-75		.....	.....	81,000.00	.....	.....	81,000.00
1975-76		.....	.....	54,000.00	.....	.....	54,000.00
1976-77		.....	.....	27,000.00	.....	.....	27,000.00
Totals	$72,900.00	$44,072,194.97	$11,155,527.69	$29,409,055.96	$7,520,457.57	$1,271,647.23	$93,501,783.42

HETCH HETCHY WATER SUPPLY AND POWER PROJECT

STATEMENT OF
ANNUAL BOND REDEMPTION BY FISCAL YEARS (CASH BASIS)

Redemption Dates	July 1	July 1	January 1	July 1	June 1	December 1	
Rate of Interest	Issue of 1909	Issue of 1910	Issue of 1925	Issue of 1928	Issue of 1932	Issue of 1933	Total
2¾%	.....	.....	.....	.....	$324,000.00	.....	$324.000.00
3%	.....	.....	.....	.....	194,000.00	.....	194,000.00
4%	.....	.....	.....	.....	280,000.00	$3,500,000.00	3,780,000.00
4½%	$600,000.00	$45,000,000.00	.....	$24,000,000.00	143,000.00	.....	69,743,000.00
5%	.....	.....	$10,000,000.00	.....	1,234,000.00	.....	11,234,000.00
5¾%	.....	.....	.....	.....	4,325,000.00	.....	4,325,000.00
Total Issued	$600,000.00	$45,000,000.00	$10,000,000.00	$24,000,000.00	$6,500,000.00	$3,500,000.00	$89,600,000.00
Bonds Retired as of July 1, 1943	$600,000.00	$24,000,000.00	$3,500,000.00	$3,600,000.00	$1,000,000.00	$1,575,000.00	$34,275,000.00
Annual Redemption Fiscal Year							
1943-44		$1,000,000.00	$250,000.00	$600,000.00	$200,000.00	$175,000.00	$2,225,000.00
1944-45		1,000,000.00	250,000.00	600,000.00	200,000.00	175,000.00	2,225,000.00
1945-46		1,000,000.00	250,000.00	600,000.00	200,000.00	175,000.00	2,225,000.00
1946-47		1,000,000.00	250,000.00	600,000.00	200,000.00	175,000.00	2,225,000.00
1947-48		1,000,000.00	250,000.00	600,000.00	200,000.00	175,000.00	2,225,000.00
1948-49		1,000,000.00	250,000.00	600,000.00	200,000.00	175,000.00	2,225,000.00
1949-50		1,000,000.00	250,000.00	600,000.00	200,000.00	175,000.00	2,225,000.00

1950-51		1,000,000.00	250,000.00	600,000.00	200,000.00	175,000.00	2,225,000.00
1951-52		1,000,000.00	250,000.00	600,000.00	200,000.00	175,000.00	2,225,000.00
1952-53		1,000,000.00	250,000.00	600,000.00	200,000.00	175,000.00	2,225,000.00
1953-54		1,000,000.00	250,000.00	600,000.00	200,000.00	175,000.00	2,225,000.00
1954-55		1,000,000.00	250,000.00	600,000.00	200,000.00	.....	2,050,000.00
1955-56		1,000,000.00	250,000.00	600,000.00	200,000.00	.....	2,050,000.00
1956-57		1,000,000.00	250,000.00	600,000.00	200,000.00	.....	2,050,000.00
1957-58		1,000,000.00	250,000.00	600,000.00	200,000.00	.....	2,050,000.00
1958-59		1,000,000.00	250,000.00	600,000.00	200,000.00	.....	2,050,000.00
1959-60		1,000,000.00	250,000.00	600,000.00	200,000.00	.....	2,050,000.00
1960-61		1,000,000.00	250,000.00	600,000.00	200,000.00	.....	2,050,000.00
1961-62		1,000,000.00	250,000.00	600,000.00	200,000.00	.....	2,050,000.00
1962-63		1,000,000.00	250,000.00	600,000.00	200,000.00	.....	2,050,000.00
1963-64		1,000,000.00	250,000.00	600,000.00	200,000.00	.....	2,050,000.00
1964-65		.....	250,000.00	600,000.00	200,000.00	.....	1,050,000.00
1965-66		.....	250,000.00	600,000.00	200,000.00	.....	1,050,000.00
1966-67		.....	250,000.00	600,000.00	200,000.00	.....	1,050,000.00
1967-68		.....	250,000.00	600,000.00	200,000.00	.....	1,050,000.00
1968-69		.....	250,000.00	600,000.00	200,000.00	.....	1,050,000.00
1969-70		.....	.....	600,000.00	200,000.00	.....	800,000.00
1970-71		.....	.....	600,000.00	100,000.00	.....	700,000.00
1971-72		.....	.....	600,000.00	.....	.....	600,000.00
1972-73		.....	.....	600,000.00	.....	.....	600,000.00
1973-74		.....	.....	600,000.00	.....	.....	600,000.00
1974-75		.....	.....	600,000.00	.....	.....	600,000.00
1975-76		.....	.....	600,000.00	.....	.....	600,000.00
1976-77		.....	.....	600,000.00	.....	.....	600,000.00
Totals	$600,000.00	$45,000,000.00	$10,000,000.00	$24,000,000.00	$6,500,000.00	$3,500,000.00	$89,600,000.00

HETCH HETCHY WATER SUPPLY, POWER AND UTILITIES ENGINEERING BUREAU

QUARTERLY REPORT—AUTOMOTIVE EQUIPMENT OPERATIONS—COSTS AND CREDITS—Account No 7051

Eighty-one Month Period, October 1, 1937 to June 30, 1944

Car No.	Make and Model	License Number	Mileage	Cost of Operation	Cost Per Mile	Operating Credits	Excess of Costs Over Credits	Excess of Credits Over Costs	Revised Rate July 1, 1944
1-B	1942 Oldsmobile Club Coupe	65 686	18,417	$294.07	$.01596	$595.62	.....	$301.55	.02
2-A	1941 Chevrolet Coupe	62 136	36,894	641.46	.01738	783.12	.....	141.66	.02
3-A	1941 Chevrolet Carryall	62 142	35,579	1,455.86	.04091	1,295.98	$159.88	.....	.05
4-B	1941 Chevrolet ½ Ton Canopy Express	62 823	18,108	986.73	.05449	1,368.65	.....	381.92	.06
5	1937 International Pickup	20 164	34,027	3,470.90	.10200	2,942.36	528.54	.....	.12
6-A	1941 Chevrolet Pickup ½ Ton	62 141	12,628	315.50	.02498	348.93	.....	33.43	.03
7	1937 International Pickup	20 166	31,639	1,844.77	.05830	1,602.53	242.24	.....	.08
8-A	1942 Chevrolet Tudor Sedan	63 755	3,430	127.38	.03713	134.06	.....	6.68	.04
9-B	1942 Chevrolet De Luxe 4-door Sedan	63 756	24,982	806.87	.03229	842.35	.....	35.48	.04
10-A	1942 Chevrolet De Luxe Sport Sedan	63 670	31,504	631.65	.02004	749.16	.....	117.51	.03
11-A	1940 Ford Pickup ½ Ton	20 289	110,233	2,166.90	.01965	2,363.61	.....	196.71	.03
12-B	1941 Chevrolet Coupe	62 008	81,167	1,827.54	.02251	2,216.22	.....	388.68	.03
13-A	1941 Ford Pickup ½ Ton	61 991	30,524	646.46	.02117	685.17	.....	38.71	.02
14-A	1942 Chevrolet Pickup ½ Ton	63 671	21,404	528.15	.02467	559.35	.....	31.20	.03
16	1938 Packard Sedan	32 283	96,120	6,593.11	.06859	6,110.17	482.94	.....	.14
17	1937 Ford Truck	20 744	83,766	4,590.47	.05480	4,962.69	.....	372.22	.06
18	1937 International Pickup	20 171	51,192	2,946.02	.05754	2,706.59	239.43	.....	.08
19	White Railroad Bus	.....	11,538	1,345.86	.11664	2,332.73	.....	986.87	.12
21	White Railroad Bus	.....	6,899	1,482.23	.21484	1,094.62	387.61	.....	.30
29	1922 Buda Railway Speeder		1,662	204.10	.12280	123.95	80.15	.....	.14
30	1922 Buda Railway Speeder		1,237	133.52	.10793	98.20	35.32	.....	.14
31	1937 Ford Coupe	20 745	115,119	2,380.30	.02067	2,941.56	.....	561.26	.02
103-A	1941 Chevrolet Pickup ¾ Ton	62 140	25,702	722.21	.02809	876.53	.....	154.32	.03
106	1920 White Truck ¾ Ton	20 173	1,094	473.48	.43279	289.54	183.94	.....	.50
108	1920 White Truck 5 Ton	20 746	3,834	671.28	.17508	968.56	.....	297.28	.17
112	1938 Ford Dump Truck 1½ Ton	25 720	37,732	3,563.63	.09444	3,448.21	115.42	.....	.14
114	1937 Chevrolet Dump Truck	20 175	29,221	3,325.47	.11380	2,844.89	480.58	.....	.15
120	1924 White Truck 2 Ton	20 747	6,397	910.76	.14237	1,115.74	.....	204.98	.15
121	1924 White Winch Truck 2 Ton	20 176	11,614	2,410.41	.20754	2,089.99	320.42	.....	.30
130-SFWD	1941 Plymouth Station Wagon	65 195	11,816	621.39	.05258	516.06	105.33	.....	.07
131-SFWD	1941 Chevrolet Carryall	64 378	10,514	273.35	.02599				

132-SFWD	1940 Chevrolet Station Wagon	65 200	24,994	566.30	.02265	690.64	.....	124.34	.03
200	1936 FWD Truck 4-5 Ton	20 177	25,275	5,504.29	.21777	5,254.65	249.64	.....	.25
201	1938 FWD Line Truck 2½-3 Ton	25 665	36,960	4,690.19	.12689	5,500.37	.....	810.18	.13
202	1936 FWD Line Truck 1½ Ton	20 178	26,801	5,337.20	.19914	5,182.43	154.77	.....	.22
206	1933 Dodge Truck 1½ Ton	20 179	16,507	1,761.49	.10671	1,646.92	114.57	.....	.12
208-A	1940 Ford Pickup ½ Ton	60 988	101,482	2,041.44	.02116	2,017.42	24.02	.....	.05
209-A	1940 Ford Tudor Sedan	19 834	108,927	1,981.48	.01819	2,387.15	.....	405.67	.02
210	1941 Chevrolet Suburban Carryall	62 737	26,522	1,645.97	.06206	1.446.58	199.39	.....	.10
211	1942 Ford V-8 Sedan	63 874	34,380	588.49	.01714	719.20	.....	130.71	.02
212	1942 Ford 4-Door Sedan	63 947	26,393	492.52	.01866	527.88	.....	35.36	.02
213	1942 Ford Station Wagon	63 946	7,523	327.56	.04354	302.40	25.16	.....	.05
214	1942 Ford 4-Door Sedan	64 053	1,978	249.40	.12608	135.10	114.30	.....	.05
215	1942 Ford Station Wagon	64 052	9.049	317.46	.03508	475.71	.....	158.25	.05
216	1942 Ford Station Wagon	63 948	4,815	403.81	.08386	472.27	.....	68.46	.08
217	1942 Ford Station Wagon	63 940	5,677	486.13	.08563	243.73	242.40	.....	.10
218	1939 Dodge 1 Ton Pickup	64 364	3,226	742.41	.23013	300.88	441.53	.....	.10
219	1941 Chevrolet ½ Ton Pickup	64 756	15,043	370.13	.02460	437.06	.....	66.93	.03
225	1942 Pontiac Sedan Torpedo 8	64 495	26,510	463.78	.01749	591.72	.....	127.94	.02
226	1942 Pontiac Sedan Torpedo 8	64 493	28,068	1,043.67	.03718	1,271.53	.....	227.86	.04
227	1942 Pontiac Sedan Torpedo 8	64 494	7,245	182.92	.02524	220.52	.....	37.60	.03
228	1942 Chevrolet Sedan Sportmaster	64 480	23,274	658.74	.02830	664.50	.....	5.76	.04
229	1942 Chevrolet Sedan Special De Luxe Sport	64 478	32,972	1,086.70	.03295	976.17	110.53	.....	.05
1160	Caterpillar Tractor	.....	3,412 hrs.	3,125.16	.91593 hr.	3,646.20	.....	521.04	.90 hr.
1170	Plymouth Locomotive 8 Ton	.....	17,053	3,328.66	.19519	4,754.49	.....	1,425.83	.20
1171	Plymouth Locomotive 20 Ton	.....	8,723	5,691.87	.65251	5,498.02	193.85	.....	.70
1172	P. & H. Shovel	.....	546 hrs.	1,285.72	2.35479 hr.	1,272.15	13.57	.....	2.40 hr.
1173	Rotary Snow Plow	.....	1,051	1,801.33	1.71392	2,733.46	.....	932.13	1.70
1174	Caterpillar Tractor	.....	3,187 hrs.	4,709.48	1.47771 hr.	5,132.69	.....	423.21	1.50 hr.
1176	Plymouth Locomotive	.....	2,491	926.21	.37182	1,536.79	.....	610.58	.40
1177	Motor Driven Snow Plow	.....	123 hrs.	209.94	1.70682 hr.	226.00	.....	16.06	1.70 hr.
1178	Caterpillar Tractor—Bulldozer	.....	58 hrs.	174.30	3.00517 hr.	67.75	106.55	.....	3.00 hr.
				$100,586.58		$105,654.65	$5,352.08	$10,420.15	
						100,586.58		5,352.08	
						$5,068.07		$5,068.07	

HETCH HETCHY WATER SUPPLY AND POWER PROJECT
HETCH HETCHY PROJECT OPERATING FUND BALANCE SHEET
AFTER CLOSING JUNE 30, 1944

Assets

Cash:			
2000	Controller's Balance—Operating Fund...	$63,540.97	
2040	Cash on Hand and in Transit.....	372.41	$63,913.38
Accounts Receivable and Estimated Revenue:			
2100	Taxes Receivable—Current Year.....	0	
2110	Taxes Receivable—Prior Years.....	$17,431.23	
2171	Other Accounts Receivable.....	265,096.73	
2171	Other Accounts Receivable—Outside Jobs.	1,700.00	
2171	Other Accounts Receivable—Recreation Department.....	315.46	284,543.42
Interfund Accounts Receivable:			
2255	Budget Transfers	0	
	—66 San Francisco Water Department.	0	
Deferred Charges and Suspense Debits:			
2465	Interdepartmental Work Order Authorizations		239,732.37
			$588,189.17

Liabilities

Encumbrances:				
2505	Encumbrance Request	$1,556.19		
2515	Purchase Orders	23,084.46		
2525	Service Orders	1,800.00		
2535	Miscellaneous Encumbrance	881.19		
2565	Work Orders	98,558.38	$125,880.22	
2598	Departmental Adjustments		*780.77*	
2599	Accrued Payrolls		0	$125,099.45
Interfund Accounts Payable:				
2610	Temporary Loans—Cash Reserve		$185,000.00	
2655	Budget Transfers		2,920.12	
2690	Miscellaneous—P. S. E.— Funds to All Funds		36,671.83	224,591.95
Reserve:				
2710	Unsecured Delinquent Taxes, Penalties			9,360.34
Appropriations and Unappropriated Balances:				
2900	Unencumbered Balance of Appropriations		$89,588.42	
2950	Unencumbered Balance of Appropriations —Suspense		232.21	
2990	Unappropriated Balance of Funds		139,316.80	229,137.43
				$588,189.17

Detail of 2690:

To Taxes	$1,196.75
San Francisco Water Department	34,241.69
Municipal Railway	1,233.39
	$36,671.83

Italic figures denote loss and deficiency.

HETCH HETCHY WATER SUPPLY AND POWER PROJECT

STATEMENT OF HETCH HETCHY PROJECT OPERATING FUND APPROPRIATIONS

PERIOD ENDING JUNE 30, 1944

Appropriation Number	Expenditures	Encumbrances	Unencumbered Balance of Allotments	Total Allotted To Date	Unallotted Balance of Appropriation	Reserve	Supplemental Appropriations and Transfers	Original Appropriation	Departmental Encumbrance Adjustment	Actual Unencumbered Balance of Allotments
W368.110.00.....	$36,782.39	.....	$304.47	$37,086.86	.....	$13.14	*$700.00*	$37,800.00	.....	$304.47
111.00.....	157.29	.....	265.71	423.00	.....	.....	.....	423.00	.....	265.71
120.00.....	852.36	.....	45.80	898.16	$896.84	.....	.....	1,795.00	.....	45.80
200.00.....	1,192.77	$346.77	960.46	2,500.00	.....	.....	500.00	2,000.00	*$3.09*	963.55
W368.211.00–1.....	547.92	.....	252.08	800.00	.....	.....	800.00	.....	71.42	180.66
211.00–2.....	.....	.....	900.00	900.00	.....	.....	900.00	.....	.....	900.00
212.01.....	6,693.21	13,744.00	406.79	20,844.00	.....	.....	*150.00*	20,994.00	*1,317.40*	1,724.19
212.02.....	41,723.69	23,340.59	442.72	65,507.00	.....	.....	.....	65,507.00	.....	442.72
212.03.....	6,464.16	10,535.84	.....	17,000.00	.....	.....	.....	17,000.00	*745.40*	745.40
212.04.....	4,805.75	4,815.50	9.75	9,631.00	.....	.....	.....	9,631.00	*394.11*	403.86
300.00.....	635.04	93.97	270.99	1,000.00	.....	.....	.....	1,000.00	.....	270.99
640.01.....	14,489.93	15,420.31	89.76	30,000.00	.....	.....	.....	30,000.00	*699.07*	788.83
801.00.....	2.50	500.00	497.50	1,000.00	.....	.....	.....	1,000.00	.....	497.50
813.00.....	.....	900.00	.....	900.00	.....	.....	.....	900.00	.....	.....
814.00.....	539.60	.....	10.40	550.00	.....	.....	.....	550.00	.....	10.40
815.00.....	433.88	.....	66.12	500.00	.....	.....	.....	500.00	.....	66.12
855.00.....	30,000.00	.....	.....	30,000.00	.....	.....	.....	30,000.00	.....	.....
870.00.....	13,192.08	.....	1,407.92	14,600.00	.....	.....	.....	14,600.00	.....	1,407.92
913.00.....	.....	.....	.....	.....	.....	.....	*70,975.00*	70,975.00	.....	.....
W368.996.00.....	1,000.00	.....	.....	1,000.00	.....	.....	1,000.00	.....	.....	.....
W268.200.00.....	504.04	.....	87.55	591.59	.....	.....	591.59	.....	.....	87.55
200.00/75....	6.00	.....	3.00	9.00	.....	.....	9.00	.....	.....	3.00
212.01.....	4,812.88	.....	5,990.12	10,803.00	.....	.....	10,803.00	.....	.....	5,990.12
212.02.....	33,984.30	.....	1,476.42	35,460.72	.....	.....	35,460.72	.....	.....	1,476.42
212.03.....	10,311.36	.....	9.48	10,320.84	.....	.....	10,320.84	.....	.....	9.48
212.04.....	5,125.57	.....	3,336.48	8,462.05	.....	.....	8,462.05	.....	.....	3,336.48
300.00.....	211.27	.....	*1.90*	209.37	.....	.....	209.37	.....	.....	*1.90*

640.01	13,003.65	.....	2,226.35	15,230.00	.....	.....	15,230.00	.....	.....	2,226.35
640.01/75	1,000.00	.....	100.00	1,100.00	.....	.....	1,100.00	.....	.....	100.00
801.00	7.00	.....	493.00	500.00	.....	.....	500.00	.....	.....	493.00
813.00	883.91	.....	16.09	900.00	.....	.....	900.00	.....	.....	16.09
W168.200.00	160.62	.....	39.38	200.00	.....	.....	200.00	.....	.....	39.38
W668.500.08	.....	.....	950.00	950.00	.....	.....	950.00	.....	.....	950.00
Hetch Hetchy Water Supply	$229,523.17	$69,696.98	$20,656.44	$319,876.59	$896.84	$13.14	$16,111.57	$304,675.00	*$3,087.65*	$23,744.09
W368.110.02	$49,305.88	.....	$485.28	$49,791.16	.....	$3,094.84	*$500.00*	$53,386.00	.....	$485.28
111.02	142.42	.....	7.58	150.00	.....	.....	.....	150.00	.....	7.58
200.02	966.18	$302.50	581.32	1,850.00	.....	.....	500.00	1,350.00	*$100.00*	681.32
300.02	381.36	33.53	335.11	750.00	.....	.....	.....	750.00	.....	335.11
W268.200.02	162.29	.....	143.29	305.58	.....	.....	305.58	.....	.....	143.29
300.02	78.34	.....	.39	78.73	.....	.....	78.73	.....	.....	.39
Bureau of Engineering	$51,036.47	$336.03	$1,552.97	$52,925.47	.....	$3,094.84	$384.31	$55,636.00	*$100.00*	$1,652.97
W368.110.79	$37,725.98	.....	$1,232.05	$38,958.03	.....	$3,061.97	$42,020.00	.....	.....	$1,232.05
120.79	29,796.89	.....	5.11	29,802.00	.....	.....	*42,120.00*	$71,922.00	.....	5.11
200.79	4,363.06	$1,528.24	1,608.70	7,500.00	.....	.....	.....	7,500.00	$95.10	1,513.60
300.79	80.07	.....	419.93	500.00	.....	.....	.....	500.00	.....	419.93
350.79	1,901.85	.....	4,450.15	6,352.00	.....	.....	.....	6,352.00	*118.75*	4,568.90
800.79	40.96	250.00	209.04	500.00	.....	.....	.....	500.00	.....	209.04
813.79	.....	200.00	.....	200.00	.....	.....	.....	200.00	.....	.....
W268.200.79	437.58	.....	.....	437.58	.....	.....	437.58	.....	.....	.....
200.79-1	2,454.09	1,000.00	5,474.32	8,928.41	.....	.....	8,928.41	.....	*1,000.00*	6,474.32
200.79-75	11.80	.....	9.86	21.66	.....	.....	21.66	.....	.....	9.86
300.79	15.55	.....	*.10*	15.45	.....	.....	15.45	.....	.....	*.10*
350.79	*117.21*	.....	117.21	.....	.....	.....	.....	.....	.....	117.21
400.79	56.56	.....	3.44	60.00	.....	.....	60.00	.....	.....	3.44
800.79	.....	.....	260.00	260.00	.....	.....	260.00	.....	.....	260.00
813.79	102.43	.....	197.57	300.00	.....	.....	300.00	.....	.....	197.57
War Emergency	$76,869.61	$2,978.24	$13,987.28	$93,835.13	.....	$3,061.97	$9,923.10	$86,974.00	*$1,023.65*	$15,010.93
Total Sheet No. 1	$357,429.25	$73,011.25	$36,196.69	$466,637.19	$896.84	$6,169.95	$26,418.98	$447,285.00	*$4,211.30*	$40,407.99

Italic figures denote loss and deficiency.

HETCH HETCHY WATER SUPPLY AND POWER PROJECT

STATEMENT OF HETCH HETCHY PROJECT OPERATING FUND APPROPRIATIONS

PERIOD ENDING JUNE 30, 1944

Appropriation Number	Expenditures	Encumbrances	Unencumbered Balance of Allotments	Total Allotted To Date	Unallotted Balance of Appropriation	Reserve	Supplemental Appropriations and Transfers	Original Appropriation	Departmental Encumbrance Adjustment	Actual Unencumbered Balance of Allotments
W368.991.00.....	$95,056.10	$10,759.91	$22,622.36	$128,438.37	.....	.....	$128,438.37	.....	$1,125.87	$21,496.49
W368.992.00.....	55,729.24	7,115.03	32,824.73	95,669.00	.....	.....	95,669.00	.....	5,007.23	27,817.50
W268.991.00.....	8,821.32	.....	1,553.68	10,375.00	.....	.....	10,375.00	.....	55.69	1,497.99
992.00.....	76.59	.....	223.41	300.00	.....	.....	300.00	.....	.....	223.41
W168.991.00.....	.....	.....	4,950.00	4,950.00	.....	.....	4,950.00	.....	.....	4,950.00
W667.997.00.....	15.89	.....	*15.89*	.....	.....	.....	.....	.....	.....	*15.89*
Interdepartmental Appropriations	$159,699.14	$17,874.94	$62,158.29	$239,732.37	.....	.....	$239,732.37	.....	$6,188.79	$55,969.50
W368.996.10.....	0	.....	$6,184.71	$6,184.71	.....	.....	$6,184.71	.....	*$816.66*	$7,001.37
996.11.....	.....	.....	903.55	903.55	.....	.....	903.55	.....	*408.33*	1,311.88
996.13.....	.....	$3,500.00	5,261.70	8,761.70	.....	.....	8,761.70	.....	*612.51*	5,874.21
996.14.....	.....	.....	244.70	244.70	.....	.....	244.70	.....	13.62	231.08
Reserves	0	$3,500.00	$12,594.66	$16,094.66	.....	.....	$16,094.66	.....	*$1,823.88*	$14,418.54
Total H. H. W. S. Interdepartmental and Reserves.....	$159,699.14	$21,374.94	$74,752.95	$255,827.03	.....	.....	$255,827.03	.....	$4,364.91	$70,388.04
P368.110.01.....	$112,374.87	.....	$76.12	$112,450.99	.....	$277.01	*$3,500.00*	$116,228.00	.....	$76.12
111.01.....	416.94	.....	345.06	762.00	.....	.....	*800.00*	1,562.00	.....	345.06
120.01.....	4,933.46	.....	598.60	5,532.06	$1,000.94	.....	3,100.00	3,433.00	.....	598.60
200.01.....	6,444.95	$1,328.13	1,048.92	8,822.00	.....	.....	2,500.00	6,322.00	$44.08	1,004.84
200.01–1.....	903.15	6,075.00	521.85	7,500.00	.....	.....	*1,500.00*	9,000.00	.....	521.85
200.01–2.....	8,578.47	5,421.53	.....	14,000.00	.....	.....	1,000.00	13,000.00	*190.55*	190.55
200.01–3.....	8,062.80	8,283.50	220.70	16,567.00	.....	.....	.....	16,567.00	*923.93*	1,144.63
200.01–4.....	890.29	3,000.00	359.71	4,250.00	.....	.....	*1,750.00*	6,000.00	*131.83*	491.54
300.01.....	3,331.82	10.85	157.33	3,500.00	.....	.....	500.00	3,000.00	.....	157.33

350.01.....	6,889.25	.....	60.75	6,950.00	.....	.....	450.00	6,500.00	.....	60.75
399.01.....	15,619.96	6,519.94	12,711.22	34,851.12	.....	.....	34,851.12	.....	267.85	12,443.37
399.01–75....	70.24	12.08	66.56	148.88	.....	.....	148.88	.....	.....	66.56
801.01.....	10.75	443.00	432.25	886.00	.....	.....	.....	886.00	.....	432.25
813.01.....	.....	400.00	.....	400.00	.....	.....	.....	400.00	.....	.....
815.01.....	9,842.77	.....	57.23	9,900.00	.....	.....	.....	9,900.00	.....	57.23
880.01.....	30.00	.....	.....	30.00	.....	.....	.....	30.00	.....	.....
913.01.....	.....	.....	.....	.....	.....	.....	*83,800.00*	83,800.00	.....	.....
P268.200.01.....	15,193.15	.....	1,652.55	16,845.70	.....	.....	16,845.70	.....	.....	1,652.55
200.01–75....	25.90	.....	65.29	91.19	.....	.....	91.19	.....	.....	65.29
200.01–1.....	55.18	.....	820.00	875.18	.....	.....	875.18	.....	.....	820.00
300.01.....	232.97	.....	.61	233.58	.....	.....	233.58	.....	.....	.61
400.01.....	86.92	.....	.42	87.34	.....	.....	87.34	.....	.....	.42
801.01.....	.....	.....	443.00	443.00	.....	.....	443.00	.....	.....	443.00
813.01.....	204.63	.....	195.37	400.00	.....	.....	400.00	.....	.....	195.37
P168.200.01.....	4,105.64	.....	232.00	4,337.64	.....	.....	4,337.64	.....	.....	232.00
Hetch Hetchy Power Division..	$198,304.11	$31,494.03	$20,065.54	$249,863.68	$1,000.94	$277.01	*$25,486.37*	$276,628.00	*$934.38*	$20,999.92
H. H. W. S. Interdepartmental and Reserves	159,699.14	21,374.94	74,752.95	255,827.03	.....	.....	255,827.03	.....	4,364.91	70,388.04
Total Sheet No. 1.....	357,429.25	73,011.25	36,196.69	466,637.19	896.84	6,169.95	26,418.98	447,285.00	*4,211.30*	40,407.99
Grand Total Hetch Hetchy Project Operating Fund.....	$715,432.50	$125,880.22	$131,015.18	$972,327.90	$1,897.78	$6,446.96	$256,759.64	$723,913.00	*$780.77*	$131,795.95
Closed to Unappropriated Balance of Funds.....	$539,495.24	.....	$42,207.53	$581,702.77	$1,897.78	$6,446.96	*$133,865.49*	$723,913.00	.....	.....
Forward to 1944-1945.....	$175,937.26	$125,880.22	$88,807.65	$390,625.13	0	0	$390,625.13	0	*$780.77*	$89,588.42

Italic figures denote loss and deficiency.

HETCH HETCHY WATER SUPPLY AND POWER PROJECT

STATEMENT OF HETCH HETCHY PROJECT OPERATING FUND APPROPRIATIONS

PERIOD ENDING JUNE 30, 1944

Appropriation Number	Expenditures	Encumbrances	Unencumbered Balance of Allotments	Total Allotted To Date	Unallotted Balance of Appropriation	Reserve	Supplemental Appropriations and Transfers	Original Appropriation	Departmental Encumbrance Adjustment	Actual Unencumbered Balance of Allotments
BUDGET TRANSFERS:										
W368.231.00	$354.35	.....	$95.65	$450.00	.....	.....	$150.00	$300.00	.....	$95.65
720.00	2,225,000.00	.....	.....	2,225,000.00	.....	.....	.....	2,225,000.00	.....	.....
830.00	2,556,235.00	.....	.....	2,556,235.00	.....	.....	.....	2,556,235.00	.....	.....
860.00	1,417.12	.....	557.88	1,975.00	.....	.....	200.00	1,775.00	$446.32	111.56
900.03	935.46	.....	514.54	1,450.00	.....	.....	.....	1,450.00	.....	514.54
W268.231.00	108.23	.....	.....	108.23	.....	.....	108.23	.....	.....	.....
860.00	412.19	.....	.....	412.19	.....	.....	412.19	.....	.....	.....
Hetch Hetchy Water Supply	$4,784,462.35	.....	$1,168.07	$4,785,630.42	.....	.....	$870.42	$4,784,760.00	$446.32	$721.75
W368.860.02	$1,531.12	.....	$768.88	$2,300.00	.....	.....	.....	$2,300.00	$483.14	$285.74
W268.860.02	434.95	.....	.....	434.95	.....	.....	$434.95	.....	.....	.....
Bureau of Engineering	$1,966.07	.....	$768.88	$2,734.95	.....	.....	$434.95	$2,300.00	$483.14	$285.74

W368.860.79.....	$797.58	.....	$818.42	$1,616.00	.....	.....	$100.00	$1,516.00	$733.52	$84.90
W268.860.79.....	111.28	.....	.....	111.28	.....	.....	111.28	.....	.....	.....
War Emergency	$908.86	.....	$818.42	$1,727.28	.....	.....	$211.28	$1,516.00	$733.52	$84.90
P368.231.01.....	$610,362.58	.....	$859,737.42	$1,470,100.00	.....	.....	.....	$1,470,100.00	.....	$859,737.42
860.01.....	3,595.84	.....	1,404.16	5,000.00	.....	.....	.....	5,000.00	$1,257.14	147.02
900.01.....	21,395.00	.....	.....	21,395.00	.....	.....	.....	21,395.00	.....	.....
900.01–3.....	935.47	.....	839.53	1,775.00	.....	.....	.....	1,775.00	.....	839.53
P268.860.01.....	1,006.28	.....	.....	1,006.28	.....	.....	$1,006.28	.....	.....	.....
Hetch Hetchy Power Division..	$637,295.17	.....	$861,981.11	$1,499,276.28	.....	.....	$1,006.28	$1,498,270.00	$1,257.14	$860,723.97
Total Transfers.....	$5,424,632.45	.....	$864,736.48	$6,289,368.93	.....	.....	$2,522.93	$6,286,846.00	$2,920.12	$861,816.36
Closed to Unappropriated Balance of Funds.....	$5,424,632.45	.....	$861,816.36	$6,286,448.81	.....	.....	*$397.19*	$6,286,846.00	$2,920.12	$858,896.24
Forwarded to 1944-1945.....	0	.....	$2,920.12	$2,920.12	.....	.....	$2,920.12	0	0	$2,920.12

Italic figures denote loss and deficiency.

EXHIBIT A

HETCH HETCHY POWER DIVISION

PROPRIETARY BALANCE SHEET

JUNE 30, 1944

ASSETS AND OTHER DEBITS

Utility Plant

Electric Plant:		
In Service, Hydraulic Production Plant (Schedule No. 1)	$8,578,653.46	
In Service, Transmission Plant (Schedule No. 1)	2,648,427.61	
In Service, Distribution Plant (Schedule No. 1)	3,848.10	
In Service, General Plant (Schedule No. 1)	1,156,139.77	
	$12,387,068.94	
Less Reserve for Depreciation Electric Plant (Schedule No. 1)	4,970,359.39	
Remainder, Depreciated Value		$7,416,709.55

Current and Accrued Assets

Cash on Deposit with Treasurer:		
Reconstruction and Replacement Fund (Schedule No. 2)		$181,317.99
Working Funds:		
Hetch Hetchy Power Revolving Fund		4,000.00

LIABILITIES AND OTHER CREDITS

Long Term Debt

Bonds, Municipality:		
Due December 1, 1943 to July 1, 1977		$6,347,400.00

Current and Accrued Liabilities

Accounts Payable:		
Contracts, Purchase Orders, etc., for Material and Services Rendered	$1,667.16	
Commitments (Contra)	5,445.73	$7,112.89
Payable to Municipality:		
Interfund Accounts, P. S. E.		
San Francisco Water Department	$404.44	
Hetch Hetchy Water Supply	151,078.37	151,482.81
Interfund Accounts, General City and County Employees' Retirement System		1,257.14
Total Current and Accrued Liabilities		$159,852.84

Cash in Transit		140.20
Accounts Receivable:		
Pacific Gas and Electric Company	$8,242.11	
Aluminum Company of America	256,588.85	
Other Consumers	265.77	265,096.73
Receivables from Municipality:		
Interfund Accounts, P. S. E.		
Interfund Accounts, General City and County Recreation Department		315.46
Material and Supplies		16,530.35
Prepayments:		
War Risk Insurance		820.23
Total Current and Accrued Assets		$468,220.96

Deferred Debits

Cash Withheld by Hetch Hetchy Water Supply for Work Encumbered but not yet Performed	$1,560.67
Suspense Debits:	
Sales Tax (Contra)	24.24
Commitments (Contra)	5,445.73
Retirement Work in Progress	2,877.67
Total Deferred Debits	$9,908.31
Total Assets and Other Debits	$7,894,838.82

Deferred Credits

Suspense Credits:	
Sales Tax (Contra)	$24.24
Total Deferred Credits	24.24
Total Liabilities	$6,507,277.08

Surplus

Surplus (Exhibit "C")	$1,387,561.74
Total Liabilities and Other Credits	$7,894,838.82

HETCH HETCHY POWER DIVISION
June 30, 1944

EXHIBIT B
COMPARATIVE INCOME STATEMENT
Fiscal Year Ended June 30, 1943, June 30, 1944, and Period August 16, 1925 to June 30, 1944

Utility Operating Income	Fiscal Year Ended June 30, 1944	Fiscal Year Ended June 30, 1943	Period August 16, 1 to June 30, 1
Operating Revenues:			
Power Sales:			
Moccasin Power House and P. G. and E. Company:			
Pacific Gas and Electric Company	$247,888.69	$2,152,502.40	$38,861,03
Aluminum Company of America	2,706,165.42	165,042.93	2,871,20
	$2,954,054.11	$2,317,545.33	$41,732,23
Construction, Operation and Miscellaneous	172.19	176.37	612,05
	$2,954,226.30	$2,317,721.70	$42,344,29
Early Intake Power House:			
Pacific Gas and Electric Company	$46,817.49	$84,844.67	$1,168,96
Aluminum Company of America	56,888.76	.....	56,88
	$103,706.25	$84,844.67	$1,225,85
Construction, Operation and Miscellaneous	1,460.13	1,495.15	96,86
	$105,166.38	$86,339.82	$1,322,71
Total Power Sales	$3,059,392.68	$2,404,061.52	$43,667,00
Operating Revenue Deductions:			
Operating Expenses:			
Production Expenses	$120,073.82	$105,651.47	$2,807,93
Purchase of Water for Power	735,474.00	735,474.00	2,941,89
Purchased Power	610,249.51	.....	610,24
Transmission Expenses	47,608.63	41,422.58	552,45
Distribution Expenses	3,753.28	.....	3,75
Civilian Defense—Protection of Property	37,353.18	464.60	49,40
Administrative and General Expenses	52,198.64	49,667.49	991,51
Total Operating Expenses	$1,606,711.06	$932,680.14	$7,957,20
Depreciation Expenses	341,980.51	325,223.38	5,754,29
Taxes	.....	.....	61,18
Rents (Power Proportion Raker Act)	.....	.....	228,50
Total Operating Revenue Deductions	$1,948,691.57	$1,257,903.52	$14,001,18
Net Operating Revenues	$1,110,701.11	$1,146,158.00	$29,665,81
Other Income			
Miscellaneous Non-Operating Income	5,080.95	5,202.18	486,754
Gross Income	$1,115,782.06	$1,151,360.18	$30,152,573
Income Deductions			
Interest on Long-Term Debt	$294,783.00	$306,671.00	$6,042,337
Valuation of Property	.....	.....	4,932
Preliminary Investigations and Surveys, Distribution of Power by City	.....	.....	13,659
Total Income Deductions	$294,783.00	$306,671.00	$6,060,928
Net Income Transferred to Surplus	$820,999.06	$844,689.18	$24,091,644

HETCH HETCHY POWER DIVISION

EXHIBIT C

SURPLUS ACCOUNT

For the Twelve Months Ended June 30, 1944

Surplus—June 30, 1943		$1,321,411.77
ADJUSTMENTS MADE IN CURRENT YEAR APPLICABLE TO PRIOR YEARS' SURPLUS:		
Add:		
Miscellaneous Additions to Surplus		49.15
		$1,321,460.92
Deduct:		
Adjustment of Depreciation Expense Prior to June 30, 1943		502.10
Adjusted Surplus at June 30, 1943		$1,320,958.82
Additions to Surplus:		
Net Earnings from Power Operations for Twelve Months Ended June 30, 1944	$820,999.06	
Contribution from 1932 Hetch Hetchy Bond Fund Telephone Line	548.65	821,547.71
		$2,142,506.53
Deductions from Surplus:		
Contributions to Hetch Hetchy Water Supply for Bond Interest and Redemption July 1, 1943 to June 30, 1944	$683,969.79	
Contributions to Hetch Hetchy Water Supply for Reconstruction and Replacements (1943-1944)	70,975.00	754,944.79
Surplus—June 30, 1944		$1,387,561.74

COMPOSITION OF SURPLUS

June 30, 1943

Additions to Surplus:		
Net Earnings from Power Operations, August 16, 1925 to June 30, 1944	$24,091,644.97	
Contributions from 1932 Hetch Hetchy Bond Fund for Four Cottages, Early Intake, and Sectionalizing Switches and Metering Equipment and Telephone Line, Riverbank	49,320.63	
Contributions from San Francisco Water Department for Reconstruction and Replacements	1,228.59	
Miscellaneous Additions to Surplus	9,270.64	$24,151,464.83
Deductions from Surplus:		
Contributions to Hetch Hetchy Water Supply for Bond Interest and Redemption	$22,090,086.49	
Contributions to Hetch Hetchy Water Supply for Reconstruction and Replacements	280,739.82	
California Railroad Commission Evaluation of Pacific Gas and Electric Company's San Francisco Properties	392,006.43	
Miscellaneous Deductions from Surplus	820.35	
Contributions to 1932 Hetch Hetchy Bond Fund for Sale of Two Steel Transmission Towers	250.00	22,763,903.09
Surplus—June 30, 1944		$1,387,561.74

HETCH HETCHY POWER DIVISION
EXHIBIT D
DETAIL OF OPERATING EXPENSE
JUNE 30, 1944

	PRODUCTION	July 1, 1943 to June 30, 1944	July 1, 1942 to June 30, 1943
	OPERATION		
6000	Superintendence	$7,729.62	$6,867.16
6005	Hydraulic Labor	.....	.....
6010	Station Labor	60,223.45	49,983.32
6015	Miscellaneous	7,498.46	7,097.24
6020	Supplies and Expenses	23,670.44	18,863.92
6030	Contributions to Retirement System	3,450.76	2,721.87
		$102,572.73	$85,533.51
6040	Purchase of Water for Power	$735,474.00	$735,474.00
6100	Purchased Power	$610,249.51	.....
	MAINTENANCE		
6050	Structures	$7,661.96	$13,550.86
6065	Forebays, Penstocks and Tailraces	1,281.30	1,052.24
6075	Hydraulic Power Plant Equipment	7,469.81	5,388.83
6080	Miscellaneous Power Plant Equipment	1,088.02	126.03
		$17,501.09	$20,117.96
	Total Production Expenses	$1,465,797.33	$841,125.47

	WAR EMERGENCY	July 1, 1943 to June 30, 1944	July 1, 1942 to June 30, 1943
	PROTECTION OF PROPERTY		
7999	Protection of Property	$37,353.18	$464.60
	Total War Emergency Expenses	$37,353.18	$464.60
	ADMINISTRATIVE AND GENERAL		
8000	Salaries and Wages	$4,769.00	$5,700.00
8005	Contributions to Retirement System	196.00	231.75
8010	Services of Other Departments	35,428.72	32,446.77
8015	Professional Services	935.47	829.86
8020	Stationery, Office Supplies and Postage	335.65	473.97
8021	Sundry Office Expense	90.70	91.20
8025	Telephone and Telegraph	221.96	212.84
8030	Traveling and Other Expenses	60.86	91.71
8040	Injuries and Damages	59.94	55.70
8050	War Risk Insurance	9,842.77	9,022.54
8051	Automobile Insurance Premiums	208.26	204.63
8061	Raker Act Litigation	47.90	.....
8062	Williams Litigation	.....	287.46
8063	Meridian Ltd. Litigation	.....	19.06
8095	Miscellaneous	1.41	.....
	Total Administrative and Gen. Expenses	$52,198.64	$49,667.49

TRANSMISSION

OPERATION

6200	Superintendence	$2,170.84	$1,699.55
6205	Substation Labor	9,956.07	7,571.62
6215	Transmission Lines Labor	17,630.11	14,541.58
6220	Supplies and Expenses	1,297.84	1,422.23
6225	Contributions to Retirement System	1,214.90	916.02
		$32,269.76	$26,151.00

MAINTENANCE

6250	Transmission Structures	$19.79	$417.95
6255	Substation Equipment	1,324.01	5,449.12
6260	Towers and Fixtures	163.73	478.93
6265	Tower Line Conductors	*201.60*	699.42
6270	Poles and Fixtures	10,263.63	7,153.75
6275	Pole Line Conductors	1,651.68	539.72
6285	Miscellaneous	2,087.63	502.69
		$15,308.87	$15,241.58

MISCELLANEOUS

6290	Transmission Rents	$30.00	$30.00
	Total Transmission Expenses	$47,608.63	$41,422.58

DISTRIBUTION

6350-A	Line Extension	$67.96	.....
6350-B	Meters and Transformers	1,509.45	.....
6350-C	Capacitors	2,175.87	.....
	Total Distribution Expenses	$3,753.28	0

Italic figures denote loss and deficiency.

FIXED CHARGES

9000	Interest Expenses	$294,783.00	$306,671.00
9050	Depreciation Expense	341,980.51	325,223.38
	Total Fixed Charges	$636,763.51	$631,894.38

HETCH HETCHY POWER DIVISION

EXHIBIT E

COMPARISON OF ACTUAL REVENUES AND EXPENSES WITH BUDGET ESTIMATES

FISCAL YEAR 1943-1944

EXPENDITURES	Fiscal Year 1943-44 Budget and Modifications	Month of June, 1944 — Budget and Modifications	Month of June, 1944 — Expenses Revenues Accruals	Month of June, 1944 — Increase or *Decrease*	Twelve Months to June 30, 1944 — Budget and Modifications	Twelve Months to June 30, 1944 — Expenses Revenues Accruals	Twelve Months to June 30, 1944 — Increase or *Decrease*
Production Expense:							
Operation	$102,644.00	$8,553.66	$9,696.27	*$1,142.61*	$102,644.00	$102,572.73	$71.27
Maintenance	17,000.00	1,416.66	1,164.50	252.16	17,000.00	17,501.09	*501.09*
Water for Power	735,474.00	61,289.50	61,289.50	.....	735,474.00	735,474.00	.....
Purchased Power	1,470,100.00	122,508.34	63,698.88	58,809.46	1,470,100.00	610,249.51	859,850.49
Total Production Expenses	$2,325,218.00	$193,768.16	$135,849.15	$57,919.01	$2,325,218.00	$1,465,797.33	$859,420.67
Transmission Expenses:							
Operation	$32,415.00	$2,701.25	$2,702.34	*$1.09*	$32,415.00	$32,299.76	$115.24
Maintenance	21,567.00	1,797.25	1,750.45	46.80	21,567.00	15,308.87	6,258.13
Total Transmission Expenses	$53,982.00	$4,498.50	$4,452.79	$45.71	$53,982.00	$47,608.63	$6,373.37
Distribution Expenses:							
Maintenance	$6,000.00	$500.00	$457.32	$42.68	$6,000.00	$3,753.28	$2,246.72
Total Distribution Expenses	$6,000.00	$500.00	$457.32	$42.68	$6,000.00	$3,753.28	$2,246.72
War Emergency—Protection of Property	$44,245.00	$3,687.08	$1,695.15	$1,991.93	$44,245.00	$37,353.18	$6,891.82
Administrative and General Expense	$55,856.00	$4,654.67	$4,358.47	$296.20	$55,856.00	$52,198.64	$3,657.36
Total Operating Expense	$2,485,301.00	$207,108.41	$146,812.88	$60,295.53	$2,485,301.00	$1,606,711.06	$878,589.94

Fixed Charges:							
Bond Redemption	$258,100.00	$21,508.34	$21,508.34	.....	$258,100.00	$258,100.00	.....
Bond Interest	294,783.00	24,565.25	24,565.25	.....	294,783.00	294,783.00	.....
Total Fixed Charges	$552,883.00	$46,073.59	$46,073.59	.....	$552,883.00	$552,883.00	.....
Replacement of Equipment	0	0	0	0	0	0	0
Current Reconstruction and Replacement	$83,800.00	$6,983.34	$6,983.34	.....	$83,800.00	$83,800.00	.....
Contributions to Hetch Hetchy Water Supply For:							
Bond Redemption and Interest	$683,041.00	$56,920.08	$56,920.08	.....	$683,041.00	$683,041.00	.....
Current Replacements	70,975.00	5,914.58	5,914.58	.....	70,975.00	70,975.00	.....
Total Expenditures	$3,876,000.00	$323,000.00	$262,704.47	$60,295.53	$3,876,000.00	$2,997,410.06	$878,589.94
RECEIPTS							
Revenue:							
Sale of Power	$3,871,000.00	$322,583.34	$264,982.32	*$57,601.02*	$3,871,000.00	$3,059,392.68	*$811,607.32*
Miscellaneous Revenue	5,000.00	416.66	528.12	111.46	5,000.00	5,080.95	80.95
Total Revenue	$3,876,000.00	$323,000.00	$265,510.44	*$57,489.56*	$3,876,000.00	$3,064,473.63	*$811,526.37*
Receipts from Surplus	0	0	0	0	0	0	0
Total Revenue and Receipts	$3,876,000.00	$323,000.00	$265,510.44	*$57,489.56*	$3,876,000.00	$3,064,473.63	*$811,526.37*
Net Savings Over Budget Estimate				$2,805.97			$67,063.57

Italic figures denote loss and deficiency.

HETCH HETCHY POWER DIVISION

SCHEDULE No. 1
ELECTRIC PLANT IN SERVICE
JUNE 30, 1944

		Balance June 30, 1943	Gross Additions July 1, 1943 June 30, 1944	Retirements July 1, 1943 June 30, 1944	Adjustments July 1, 1943 June 30, 1944	Balance June 30.1944	Accrued Depreciation June 30, 1944
1001-A	HYDRAULIC PRODUCTION PLANT						
320	Land and Land Rights	$53,903.00	.....	.....	.....	$53,903.00	.....
321	Structures and Improvements	842,451.00	$1,956.79	$1,956.79	.....	842,451.00	$277,091.71
322	Reservoirs, Dams and Waterways	6,609,814.25	.....	.....	.....	6,609,814.25	2,084.534.38
323	Waterwheels, Turbines and Generators	904,753.00	4,746.93	4,746.93	.....	904,753.00	531,953.10
324	Accessory Electric Equipment	128,546.00	.....	.....	.....	128,546.00	90,450.86
325	Miscellaneous Power Plant Equipment	18,896.29	86.92	.....	.....	18,983.21	12,967.20
326	Roads, Railroads and Bridges	20,203.00	.....	.....	.....	20,203.00	.....
		$8,578,566.54	$6,790.64	$6,703.72	.....	$8,578,653.46	$2,996,997.25
1001-B	TRANSMISSION PLANT						
340	Land and Land Rights	$49,677.00	.....	.....	.....	$49,677.00	.....
341	Clearing Lands and Rights of Way	38,212.00	.....	.....	.....	38,212.00	.....
342	Structures and Improvements	18,880.00	.....	.....	.....	18,880.00	$8,395.04
343	Station Equipment	578,543.20	$6,927.86	$6,927.86	.....	578,543.20	320,166.33
344	Towers and Fixtures	872,767.00	3,572.59	4,907.59	.....	871,432.00	405,615.56
345	Poles and Fixtures	39,232.00	1,312.09	1,312.09	.....	39,232.00	34,000.82

346	Overhead Conductors and Devices	1,050,679.41	18,586.66	18,586.66	.....	1,050,679.41	827,308.64
347	Underground Conduit	657.00	.....	.....	.....	657.00	499.68
348	Underground Conductors and Devices	1,115.00	.....	.....	.....	1,115.00	601.90
349	Roads and Trails	0	.....	.....	.....	.....	.....
		$2,649,762.61	$30,399.20	$31,734.20	.....	$2,648,427.61	$1,596,587.97
1001-B-1	DISTRIBUTION PLANT						
360	Meters	$3,848.10	.....	.....	.....	$3,848.10	$153.92
1001-C	GENERAL PLANT						
370	Land and Land Rights	$1,128.00	.....	.....	.....	$1,128.00	.....
371	Structures and Improvements	726,028.09	$1,322.50	$1,322.50	.....	726,028.09	$327,995.41
372	Office Furniture and Equipment	3,620.23	.....	7.00	.....	3,613.23	3,502.05
373	Transportation Equipment	14,768.20	.....	.....	.....	14,768.20	10,592.53
375	Shop Equipment	31,354.81	.....	.....	.....	31,354.81	20,551.29
377	Tools and Work Equipment	4,689.00	.....	.....	.....	4,689.00	4,244.30
378	Communication Equipment	0	548.65	.....	.....	548.65	16.47
379	Miscellaneous Equipment	10,603.95	.....	.....	.....	10,603.95	9,718.20
395	Unclassified	363,405.84	.....	.....	.....	363,405.84	.....
		$1,155,598.12	$1,871.15	$1,329.50	.....	$1,156,139.77	$376,620.25
		$12,387,775.37	$39,060.99	$39,767.42	.....	$12,387,068.94	$4,970,359.39
	See Schedule		1A	1A			1B

SCHEDULE No. 1-A

HETCH HETCHY POWER DIVISION

Gross Additions July 1, 1943 to June 30, 1944

1001-A	HYDRAULIC PRODUCTION PLANT			
	321 STRUCTURES AND IMPROVEMENTS			
	Reconstruction Moccasin Powerhouse Foundations			$1,956.79
	323 WATER WHEELS, TURBINES AND GENERATORS			
	Reconstruct Air Intake System Moccasin Powerhouse Generators	$355.09		
	Reconstruct Generator No. 4, Moccasin Powerhouse	3,661.84		
	Reconstruct Generators Nos. 1, 2 and 3, Moccasin Powerhouse	730.00		4,746.93
	325 MISCELLANEOUS POWER PLANT EQUIPMENT			
	One Midget Megger Tester, 50 Megohms, 500 volt, Serial No. 516996			86.92
1001-B	TRANSMISSION PLANT			
	343 STATION EQUIPMENT			
	Eleven Transformer Bushings, Moccasin Powerhouse			6,927.86
	344 TOWERS AND FIXTURES			
	Towers and Fixtures Overhead System 110 KV Transmission Line			3,572.59
	345 POLES AND FIXTURES			
	Poles, Crossarms, etc., in 22 KV Transmission Line			1,312.09
	346 OVERHEAD CONDUCTORS AND DEVICES			
	Reconstruct 110 KV Moccasin to Newark Transmission Line	$332.17		
	Conductors and Devices Overhead System 110 KV Transmission Line	18,254.49		18,586.66
1001-C	GENERAL PLANT			
	371 STRUCTURES AND IMPROVEMENTS			
	Refrigerating Unit and Ice Making Machines, Moccasin Clubhouse			1,322.50
	378 COMMUNICATION EQUIPMENT			
	Construct Telephone Line from Towers 349-352 to Aluminum Company of America Plant at Riverbank, California			548.65
	Total Gross Additions			$39,060.99

Retirements July 1, 1943 to June 30, 1944

1001-A	HYDRAULIC PRODUCTION PLANT			
	321 STRUCTURES AND IMPROVEMENTS			
	Foundations, Moccasin Powerhouse			$1,956.79
	323 WATER WHEELS, TURBINES AND GENERATORS			
	Air Intake System Moccasin Powerhouse Generators	$355.09		
	Generator No. 4, Moccasin Powerhouse	3,661.84		
	Generators Nos. 1, 2 and 3, Moccasin Powerhouse	730.00		4,746.93
1001-B	TRANSMISSION PLANT			
	343 STATION EQUIPMENT			
	Eleven Transformer Bushings, Moccasin Powerhouse			6,927.86
	344 TOWERS AND FIXTURES			
	Two Transmission Steel Towers Sold to Aluminum Company of America, Riverbank, California	$1,335.00		
	Towers and Fixtures Overhead System 110 KV Transmission Line	3,572.59		4,907.59
	345 POLES AND FIXTURES			
	Poles, Crossarms, etc., 22 KV Transmission Line			1,312.09
	346 OVERHEAD CONDUCTORS AND DEVICES			
	110 KV Moccasin to Newark Transmission Line	$332.17		
	Conductors and Devices Overhead System 110 KV Transmission Line	18,254.49		18,586.66
1001-C	GENERAL PLANT			
	371 STRUCTURES AND IMPROVEMENTS			
	Refrigerating Unit and Ice Making Machine Moccasin Clubhouse			1,322.50
	372 OFFICE FURNITURE AND EQUIPMENT			
	One Oak Arm Chair, Moccasin General Office			7.00
	Total Retirements			$39,767.42

SCHEDULE No. 1-B

HETCH HETCHY POWER DIVISION

RESERVE FOR DEPRECIATION ELECTRIC PLANT

JUNE 30, 1944

DESCRIPTION	Value in Service	Cost of Removal	Salvage	Net Debit to Reserve	Credits to Reserve	Credit Balance
Balance of Reserve—June 30, 1943 (Credit)						$4,696,498.41
Amount Credited to Reserve and Charged to Expense Fiscal Year 1942-43					$341,980.51	
Depreciation Expense Adjustment Prior Year					502.10	
Retirement of:						
An Intake System Moccasin Powerhouse Generators	$355.09	$347.66		$702.75		
Refrigerating Unit and Ice Making Machine, Moccasin Clubhouse	1,322.50	109.95		1,432.45		
Eleven Transformer Bushings, Moccasin Powerhouse	6,927.86	72.66		7,000.52		
110 KV Moccasin to Newark Transmission Line	332.17	130.06		462.23		
Generator No. 4, Moccasin Powerhouse	3,661.84	3,626.44		7,288.28		
Generators No. 1, 2 and 3, Moccasin Powerhouse	730.00	716.53		1,446.53		
Moccasin Powerhouse Foundations	1,956.79	1,948.77		3,905.56		
Poles, Crossarms, etc., 22 KV Transmission Line	1,312.09	1,052.44		2,364.53		
Conductors and Devices, Overhead System 110 KV Transmission Line	18,254.49	17,675.15		35,929.64		
Towers and Fixtures, Overhead System 110 KV Transmission Line	3,572.59	3,424.55		6,997.14		
One Oak Arm Chair, Moccasin General Office	7.00			7.00		
Two Steel Transmission Towers	1,335.00		$250.00	1,085.00		
	$39,767.42	$29,104.21	$250.00	$68,621.63	$342,482.61	$273,860.98
Balance of Reserve—June 30, 1944 (Credit)						$4,970,359.39

SCHEDULE No. 2

HETCH HETCHY POWER RECONSTRUCTION AND REPLACEMENT FUND

RECEIPTS AND DISBURSEMENTS

FISCAL YEAR 1943-1944

Balance—June 30, 1943				$154,638.65
Receipts During Year 1943-1944:				
July 1 to September 30, 1943, C. C. T. V. No. 14, July, 1943			$20,950.00	
October 1 to December 31, 1943, C. C. T. V. No. 165, September, 1943			20,950.00	
January 1, to March 31, 1944, C. C. T. V. No. 353, December, 1944			20,950.00	
April 1 to June 30, 1944, C. C. T. V. No. 567, March, 1944			20,950.00	83,800.00
				$238,438.65
Disbursements During Year 1943-1944:				
Freight Refund Wesix Air Heaters, Cottage No. 18	Warrant No.	25	$.60	
Replacement of Ice Making Machine, Moccasin Clubhouse	Warrant No.	27	486.88	
Replacement of Air Intake System to Improve Ventilation, Moccasin Powerhouse Generators	S. T. V. No.	19	233.01	
Replacement of Overhead Conductors and Devices, Overhead System 110 KV Transmission Line	S. T. V. No.	20	9,899.73	
Replacement of Towers and Fixtures, Overhead Transmission Line 110 KV Transmission Line	S. T. V. No.	21	2,603.44	
Replacement of Garage at Intake	S. T. V. No.	22	828.64	
Replacement of Poles, Crossarms, etc., in 22 KV Transmission Line	S. T. V. No.	23	750.94	
Replacement of Refrigerating Unit, Moccasin Clubhouse	S. T. V. No.	316	945.57	
Replacement of 110 KV Moccasin-Newark Transmission Line and Moccasin Powerhouse Generator No. 4	S. T. V. No.	317	7,750.51	
Replacement of Moccasin Powerhouse Generators No. 1, 2 and 3	S. T. V. No.	574	1,446.53	
Replacement of Poles, Crossarms, etc., in 22 KV Transmission Line	S. T. V. No.	988	1,226.48	
Replacement of Towers and Fixtures, Overhead System 110 KV Transmission Line	S. T. V. No.	989	2,440.51	
Replacement of Conductors and Devices, Overhead System 110 KV Transmission Line	S. T. V. No.	1273	24,357.70	
Replacement Air Intake System to Improve Ventilation, Moccasin Powerhouse Generators	S. T. V. No.	1379	702.75	
Replacement of Moccasin Powerhouse Foundations	S. T. V. No.	1609	3,447.37	57,120.66
Treasurer's Balance—June 30, 1944				$181,317.99

EXHIBIT A
PROPRIETARY BALANCE SHEET
JUNE 30, 1944

ASSETS AND OTHER DEBITS

UTILITY PLANT:		
Hetch Hetchy Water Supply Property (Schedule No. 1)		$93,286,943.40
Less Reserve for Depreciation H. H. W. S. Properties (Schedules No. 1 and 1-C)		11,578,635.65
Remainder Depreciated Value		$81,708,307.75
INVESTMENTS:		
Other Physical Property:		
Amazon and Glen Park Reservoir Sites		$460,925.00
Total Investments		$460,925.00
CURRENT AND ACCRUED ASSETS:		
Cash on Deposit with Treasurer:		
Hetch Hetchy Project Operating Fund (Schedule No. 3)	$97,403.03	
Hetch Hetchy Reconstruction and Replacement Fund (Schedules No. 2 and 3)	204,459.64	
Hetch Hetchy Bond Funds (Schedule No. 6)	313,625.46	$615,488.13
Special Deposits with Treasurer:		
Hetch Hetchy Bond Interest Funds (Schedule No. 3)	$687,996.25	
Hetch Hetchy Bond Redemption Funds (Schedule No. 3)	1,011,000.00	
Hetch Hetchy Water Supply Land Purchase Fund (Schedule No. 3)	2,802.50	1,701,798.75
Working Funds:		
Hetch Hetchy Water Supply Revolving Fund	$5,000.00	
Cash in Transit	232.21	5,232.21
Accounts Receivable:		
Accounts Receivable—Miscellaneous	$767.18	
Uncollectible Accounts Receivable $15,664.56		
Less Reserve for Uncollectible Accts. 15,664.56	0	767.18
Receivables from Municipality:		
Interfund Accounts, P. S. E.:		
San Francisco Water Department	$1,008.00	
Hetch Hetchy Power Division	151,078.37	
Municipal Railway	3,864.43	
San Francisco Airport	4,876.06	
Public Utilities Commission	282.28	161,109.14
Interfund Accounts, General City and County:		
Recreation Department	$727.97	
General Fund	8,070.89	8,798.86
Materials and Supplies:		
Corral Hollow Pipe Line		10,834.92
Prepayments:		
Prepaid Fire Insurance Premium	$535.17	
Prepaid War Risk Insurance Premium	36.12	
Prepaid Rent	15,000.00	
Prepaid Tesla Chlorinator Power Line $3,691.85		
Less Reserve for Amortization Power Line 2,404.10	1,287.75	16,859.04
Total Current and Accrued Assets		$2,520,888.23
DEFERRED DEBITS:		
Suspense Debits:		
Sales Tax (Contra)		$4,418.17
Preliminary Survey and Investigations:		
Cherry River Development		74,023.03
Commitments (Contra)		16,315.36
Work in Progress:		
Accounts Receivable and Interfund (Schedule No. 4)	.....	.....
Depreciation, Replacements, Hetch Hetchy Water Supply (Schedule No. 4)	33,902.82	33,902.82
Total Deferred Debits		$128,659.38
Total Accrued and Other Debits		$84,818,780.36

EXHIBIT A
(Continued)

LIABILITIES AND OTHER CREDITS

LONG TERM DEBT:		
Bonds—Municipality:		
Issues 1910 to 1933 due December 1, 1944 to July 1, 1977 (Schedule No. 3)		$46,752,600.0
CURRENT AND ACCRUED LIABILITIES:		
Accounts Payable and Commitments:		
Warrants Outstanding (Schedule No. 3)		$34,998.9(
Contracts, Purchase Orders, etc., for Material and Services Rendered	$33,322.00	
Commitments—(Contra)	16,315.36	49,637.3(
Payables to Municipality:		
Interfund Accounts, P. S. E.:		
San Francisco Water Department	$35,490.71	
Municipal Railway	1,233.39	36,724.1(
Interfund Accounts, General City and County:		
Employees' Retirement System	$4,079.13	
Department of Public Works	4.96	
General Fund	1,196.75	
Cash Reserve Fund	185,000.00	190,280.84
Matured Long Term Debt:		
Matured Bonds not Presented for Payment (Schedule No. 3)	$11,000.00	
Maturing July 1, 1944 (Schedule No. 3)	1,600,000.00	1,611,000.00
Matured Bond Interest:		
Matured Coupons not Presented for Payment (Schedule No. 3)	$59,246.25	
Maturing July 1, 1944	1,087,750.00	1,146,996.25
Interest Accrued, not Due (Schedule No. 3)		28,875.61
Total Current and Accrued Liabilities		$3,098,513.12
DEFERRED CREDITS:		
Suspense Credits:		
Sales Tax (Contra)	4,418.17	
Other	113.20	
Total Deferred Credits		$4,531.37
RESERVES:		
Injuries and Damages Reserve		$7,927.42
Employees' Provident Reserves:		
Reserve for Vacations	$7,001.37	
Reserve for Sick Leave	1,311.88	
Reserve for Retirement System	231.08	8,544.33
Reserve for Advance, Work not yet Performed:		
San Francisco Water Department	$71,949.49	
Hetch Hetchy Power Division	1,560.67	
Municipal Railway	204.80	73,714.96
Total Reserves		$90,186.71
Total Liabilities		$49,945,831.20
SURPLUS:		
Surplus (Exhibit)		$34,872,949.16
Total Liabilities and Other Credits		$84,818,780.36

EXHIBIT "B"

HETCH HETCHY WATER SUPPLY
COMPARATIVE BALANCE SHEET

	July 1, 1943 to June 30, 1944	July 1, 1942 to June 30, 1943	PERIOD July 1, 1935 to June 30, 1944
OPERATING REVENUES:			
Water Sales:			
Sale of Water Power, H. H. Power Division	$735,474.00	$735,474.00	$2,941,896.00
Standby Charge and Sale of Water, S. F. W. D.	661,277.00	661,277.00	2,757,115.00
Total Operating Revenues	$1,396,751.00	$1,396,751.00	$5,699,011.00
OPERATING REVENUE DEDUCTIONS:			
Operating Expenses:			
Production and Transmission Expenses	$133,004.58	$128,065.12	$724,568.09
War Emergency Expenditures	39,787.08	33,040.40	84,410.84
Administration and General Expenses	70,051.48	67,515.95	506,054.79
	$242,843.14	$228,621.47	$1,315,033.72
Depreciation Expense	1,295,836.35	1,311,837.33	11,648,856.30
Valuation of Properties	.....	.....	10,563.52
Taxes (Actually paid)	13,192.08	14,043.61	65,437.50
Fee to U. S. Government	30,000.00	30,000.00	161,680.00
Total Operating Revenue Deductions	$1,581,871.57	$1,584,502.41	$13,201,571.04
Net Operating Income	*$185,120.57*	*$187,751.41*	*$7,502,560.04*
OTHER INCOME			
Miscellaneous Non-Operating Revenue:			
Rental Income, Miscellaneous	$774.94	$533.24	$18,932.00
Interest Earned on Bank Deposits	0	0	26.61
Interest Earned on Treasurer's Balances	0	0	5,332.75
Miscellaneous	136.89	659.80	1,939.17
Total Other Income	$911.83	$1,193.04	$26,230.53
Gross Income	*$184,208.74*	*$186,558.37*	*$7,476,329.51*
INCOME DEDUCTIONS			
Interest on Long Term Debt	$2,246,453.86	$2,337,043.38	$22,965,484.39
Net Income Transferred to Surplus	*$2,430,662.60*	*$2,523,601.75*	*$30,441,813.90*

Italic figures denote loss and deficiency.

EXHIBIT "C"

HETCH HETCHY WATER SUPPLY—SURPLUS ACCOUNT

June 30, 1944

FOR FISCAL YEAR 1943-1944

SURPLUS—June 30, 1943		$34,246,988.63
Adjustments Made in Current Year Applicable to Prior Year's Surplus		
ADD:		
Miscellaneous Additions to Surplus		40.67
		$34,247,029.30
DEDUCT:		
Adjustment of Depreciation Expense Prior to June 30, 1943	$41.33	41.33
Adjusted Surplus as of June 30, 1943		$34,246,987.97

CHANGES IN SURPLUS FOR THE CURRENT YEAR

ADDITIONS TO SURPLUS:		
Contributions from Taxes and General Fund for Bond Interest and Redemption, 1943-44, Less Adjustment of Tax Accounts Receivable and Reserve for Uncollected Taxes	$240,414.46	
Contributions Through General Fund from S. F. W. D. for Bond Interest and Redemption for 1943-44	1,906,020.00	
Contributions from San Francisco Water Department for Operating Expenses, 1943-44	209,294.28	
Contributions from Hetch Hetchy Power Division for Bond Interest and Redemption, 1943-44	683,969.79	
Contributions from Hetch Hetchy Power Division for Reconstruction and Replacements	70,975.00	3,110,673.53
		$37,357,661.50
DEDUCTIONS FROM SURPLUS:		
Loss on Sale of Corral Hollow Pipe Line Material	$53,501.09	
Contribution to Hetch Hetchy Power Division from 1932 Bond Fund for Construction of Telephone Line from Sectionalizing Switches to Aluminum Plant at Riverbank	548.65	
Net Loss for Fiscal Year 1943-44	2,430,662.60	$2,484,712.34
Surplus at June 30, 1944		$34,872,949.16

EXHIBIT "C"
(Continued)

COMPOSITION OF SURPLUS—JUNE 30, 1944

ADDITIONS:		
Contributions from Taxes and General Fund	$36,082,808.79	
Contributions from Hetch Hetchy Power Division for Bond Interest and Redemption and Construction	22,090,086.49	
Contributions from Hetch Hetchy Power Division for Reconstruction and Replacements	280,739.82	
Contributions from San Francisco Water Department for Bond Interest and Redemption	2,335,819.00	
Contributions from San Francisco Water Department for Operating Expense	1,481,000.17	
Contributions from San Francisco Water Department for Reconstruction and Replacement	33,841.84	
Contributions from San Francisco Water Department through General Fund for Bond Interest and Redemption	3,489,244.14	
Interest Received from Other Funds	77,801.23	
Bond Premium 1910-1932 Hetch Hetchy Bond Funds	1,240,169.26	
Bond Premium 1933 Hetch Hetchy Dam Bonds	137,438.55	
Grants Earned on Federal Work Projects—Hetch Hetchy Dam and Moccasin Diversion Works	1,211,450.00	
Miscellaneous Additions to Surplus	4,889.05	
Contribution to 1932 Bond Fund by Hetch Hetchy Power Division for Sale of 2 Steel Towers	250.00	$68,465,538 34
DEDUCTIONS:		
Net Loss, July 1, 1935 to June 30, 1944	$30,441,813.90	
Bond Discount, 1910 Hetch Hetchy Bonds	737,956.39	
Retirement Corral Hollow Pipe Line	1,287,803.01	
Cost of Newark-San Lorenzo Pipe Line Transferred to San Francisco Water Department	1,063,840.76	
Contribution from 1932 Hetch Hetchy Bond Fund to Hetch Hetchy Power Operation for Reconstruction and Replacements	49,320.63	
Miscellaneous Deductions from Surplus	11,854.49	33,592,589.18
Surplus at June 30, 1944		$34,872,949.16

Italic figures denote loss and deficiency.

EXHIBIT "D"

HETCH HETCHY WATER SUPPLY
COMPARATIVE STATEMENT OF OPERATING EXPENSES

	OPERATION	July 1, 1943 to June 30, 1944	July 1, 1942 to June 30, 1943	July 1, 1935 to June 30, 1944
6000	Salaries and Wages	$28,427.75	$25,404.26	$164,974.42
6010	Contributions to Retirement System	1,278.46	973.69	7,640.21
6020	Compensation Insurance	.....	.....	113.19
6030	Traveling	86.78	366.17	1,802.90
6050	Operating Supplies and Expenses	1,021.81	1,179.97	9,508.24
6090	Miscellaneous	315.77	369.19	3,192.62
6096	Rent of Warehouse	.....	.....	509.81
	Total Plant Operating Expenses	$31,130.57	$28,293.28	$187,741.39
	REPAIRS AND MAINTENANCE			
7000	Buildings and Structures (Water)	$5,619.72	$5,927.99	$26,243.93
7002	Buildings and Structures (Joint)	28,802.15	29,241.63	120,632.38
7010	Reservoirs, Dams and Intakes	3,722.72	3,953.77	28,149.92
7015	Waterways	1,446.77	1,061.76	10,882.82
7020	Pipe Lines	6,357.98	8,411.91	57,099.07
7030	Miscellaneous Equipment (Joint)	2,245.75	6,996.17	22,746.18
7035	Aqueduct Tunnels	7,778.81	3,003.11	36,134.10
7050	Automotive Transportation Equipment (Water)	3,012.45	2,401.90	9,777.12
7051	Automotive Transportation Equipment (Joint)	1,317.79	771.69	5,582.59
7090	Miscellaneous	10,006.18	7,557.61	30,767.88
7095	Hydrography	4,799.00	4,497.25	39,650.64
7140	Roads and Trails (Lake Eleanor to Moccasin)	13,208.36	15,796.26	85,048.31
7141	Roads and Trails (Moccasin to Tesla Portal)	2,441.29	3,767.01	18,885.69
7142	Roads and Trails (Tesla Portal to Irvington)	1,887.90	1,632.68	13,870.98
7292	Telephone Lines	9,227.14	6,294.48	31,355.09
	Total Repairs and Maintenance	$101,874.01	$99,771.84	$536,826.70

EXHIBIT "D"

(Continued)

	WAR EMERGENCY EXPENDITURES			
7997	Cost of State Guard Operations	0	$17,398.55	$20,532.55
7998	Construct Facilities for State Guard Use	0	414.51	5,199.53
7999	Guarding and Patrolling to Prevent Sabotage to Hetch Hetchy Water Supply Properties	$39,787.08	15,227.34	58,678.76
	Total War Emergency Expenditures	$39,787.08	$33,040.40	$84,410.84
	Total Production, Transmission and War Emergency Expenses	$172,791.66	$161,105.52	$808,978.93
	ADMINISTRATIVE AND GENERAL			
8000	Salaries and Wages	$58,676.98	$51,403.53	$302,375.38
8005	Contributions to Retirement System	2,599.24	2,243.66	12,313.63
8010	Services of Other Departments	.....	11.90	39,343.31
8015	Professional Services	936.76	829.86	12,492.97
8020	Stationery, Office Supplies and Postage	1,482.55	2,077.43	9,851.92
8021	Sundry Office Expense	465.89	337.31	1,455.45
8025	Telephone and Telegraph	160.42	294.14	2,827.15
8030	Traveling	1,153.56	503.67	6,215.01
8035	Insurance	4.43	0	659.95
8040	Injuries and Damages	9.50	151.82	2,547.81
8041	Allowance for Sick Leave	0	0	500.00
8050	War Risk Insurance Premiums	433.88	397.76	831.64
8051	Automobile Insurance Premiums	713.47	883.91	6,165.93
8061	Water Rights and Damage Claims	30,445.36	29,628.78	198,070.80
8062	Legal Expense, Water Rights Litigation	0	0	3,133.79
8063	Legal Expense, Tuolumne River Claims	0	1,766.77	7,527.79
8064	Legal Expense, Transbay Suit	19.48	0	2,386.47
8065	Expense of Sales Tax Litigation Re: Cement Purchases	26.14	67.67	93.81
8095	Miscellaneous	12.78	5.28	25.74
8877	Expenses Transferred—Credit	*27,088.96*	*23,087.54*	*102,763.76*
	Total Administrative and General	$70,051.48	$67,515.95	$506,054.79
	Total Water Operating Expenses	$242,843.14	$228,621.47	$1,315,033.72

Italic figures denote loss and deficiency.

HETCH HETCHY WATER SUPPLY

COMPARISON OF ACTUAL REVENUES AND EXPENSES WITH BUDGET ESTIMATES
FISCAL YEAR 1943-1944

EXPENDITURES	Fiscal Year 1943-44 Budget and Modifications	Month of June, 1944 Budget and Modifications	Month of June, 1944 Expenses Revenues Accruals	Month of June, 1944 Increase or Decrease	Twelve Months to June 30, 1944 Budget and Modifications	Twelve Months to June 30, 1944 Expenses Revenues Accruals	Twelve Months to June 30, 1944 Increase or Decrease
Production Expenses:							
Operation	$26,396.00	$2,199.67	$2,157.82	$41.85	$26,396.00	$24,281.84	$2,114.16
Maintenance	79,225.00	6,602.08	18,672.83	*12,070.75*	79,225.00	76,405.51	2,819.49
Total Production Expenses	$105,621.00	$8,801.75	$20,830.65	*$12,028.90*	$105,621.00	$100,687.35	$4,933.65
Transmission Expenses:							
Operation	$7,893.00	$657.75	$240.26	$417.49	$7,893.00	$6,848.73	$1,044.27
Maintenance	33,045.00	2,753.75	1,887.55	866.20	33,045.00	25,468.50	7,576.50
Total Transmission Expenses	$40,938.00	$3,411.50	$2,127.81	$1,283.69	$40,938.00	$32,317.23	$8,620.77
War Emergency—Protection of Property	$44,245.00	$3,687.08	$5,360.61	*$1,673.53*	$44,245.00	$39,787.08	$4,457.92
Administrative and General Expenses	$75,034.00	$6,252.83	$6,612.74	*$359.91*	$75,034.00	$70,051.48	$4,982.52
Total Operating Expenses	$265,838.00	$22,153.16	$34,931.81	*$12,778.65*	$265,838.00	$242,843.14	$22,994.86

Fixed Charges:							
Bond Redemption	$1,966,900.00	$163,908.33	$163,908.33	0	$1,966,900.00	$1,966,900.00	0
Bond Interest	2,261,452.00	188,454.33	188,454.33	0	2,261,452.00	2,261,452.00	0
Fee to U. S. Government (Raker Act)	30,000.00	2,500.00	2,500.00	0	30,000.00	30,000.00	0
Taxes	14,600.00	1,216.67	1,097.88	$118.79	14,600.00	13,192.08	$1,407.92
Total Fixed Charges	$4,272,952.00	$356,079.33	$355,960.54	$118.79	$4,272,952.00	$4,271,544.08	$1,407.92
Current Reconstruction and Replacement	$70,975.00	$5,914.59	$5,914.59	0	$70,975.00	$70,975.00	0
Total Expenditures	$4,609,765.00	$384,147.08	$396,806.94	*$12,659.86*	$4,609,765.00	$4,585,362.22	$24,402.78
RECEIPTS							
Revenue:							
Sale of Water for Power	$735,474.00	$61,289.50	$61,289.50	0	$735,474.00	$735,474.00	0
Standby Charge and Sale of Water	661,277.00	55,106.42	55,106.42	0	661,277.00	661,277.00	0
Total Revenue	$1,396,751.00	$116,395.92	$116,395.92	0	$1,396,751.00	$1,396,751.00	0
Receipts by Transfer:							
Hetch Hetchy Power Division:							
Bond Interest and Redemption	$683,041.00	$56,920.08	$56,920.08	0	$683,041.00	$683,041.00	0
Current Replacements	70,975.00	5,914.59	5,914.59	0	70,975.00	70,975.00	0
San Francisco Water Department:							
Maintenance and Operation	310,438.00	25,869.83	25,869.83	0	310,438.00	310,438.00	0
Bond Interest and Redemption (Through General Fund)	1,906,020.00	158,835.00	158,835.00	0	1,906,020.00	1,906,020.00	0
General Fund (Taxes)	242,540.00	20,211.66	20,211.66	0	242,540.00	242,540.00	0
Total Revenue and Receipts	$4,609,765.00	$384,147.08	$384,147.08	0	$4,609,765.00	$4,609,765.00	0
Net Savings over Budget Estimate				*$12,659.86*			$24,402.78

Italic figures denote loss and deficiency.

SCHEDULE No. 1

HETCH HETCHY WATER SUPPLY

FIXED CAPITAL IN SERVICE

June 30, 1944

Account Number		Balance June 30, 1943	Gross Additions	Retirements	Adjustments	Balance June 30, 1944	Accrued Depreciation
1010-C2	Franchises and Water Rights	$2,735,630.00	.....	.....	.....	$2,735,630.00	0
1015-C5	Landed Capital:						
A	Source of Water Supply Land	$172,163.00	.....	.....	.....	$172,163.00	0
D	Right of Way Land	621,036.76	.....	.....	.....	621,036.76	0
E	General Office and Other Lands	68,928.00	.....	$1,500.00	.....	67,428.00	0
F	Roads, Trails and Tramways (including Hetch Hetchy Railroad)	919,148.99	$1,772.94	1,772.94	.....	919,148.99	$245.788.28
		$1,781,276.75	$1.772.94	$3,272.94	.....	$1,779,776.75	$245,788.28
1020-C6	Buildings, Structures and Grounds:						
A	Source of Water Supply Buildings and Fixtures	$141,272.21	$76.59	$76.59	.....	$141,272.21	$44,358.55
B	Pumping Stations, Buildings and Fixtures	11,014.00	.....	.....	.....	11,014.00	2,478.10
C	Purification, Buildings and Fixtures	28,210.00	.....	.....	.....	28,210.00	3,536.20
D	General Office and Other Buildings and Fixtures	1,250.00	.....	.....	.....	1,250.00	177.10
		$181,746.21	$76.59	$76.59	.....	$181,746.21	$50.549.95
1025-C7	Impounding Dams and Reservoirs	$16,348,664.46	$2,097.45	$3,007.59	.....	$16,347,754.32	$1,481,941.06
1025-C8	Lake and River Cribs	747,423.15	.....	.....	.....	747,423.15	71,115.22
1025-C13	Canals and Conduits	71,239,077.41	706.04	481.53	.....	71,239,301.92	9,617,470.43
		$88,335,165.02	$2,803.49	$3,489.12	.....	$88,334,479.39	$11,170,526.71

1030-C14	Pumping Equipment	$24,521.00	.....	.....	.....	$24,521.00	$11,034.30
1035-C16	Purification Capital	$37,207.00	.....	.....	.....	$37,207.00	$10,379.16
1045-C24	General Equipment:						
A	General Office Equipment	$5,533.50	.....	$102.20	.....	$5,431.30	$1,816.18
D	General Stable and Garage Equipment	39,426.29	$56.56	.....	.....	39,482.85	30,324.30
E	General Construction Equipment	34,012.38	2,782.03	262.77	.....	36,531.64	27,272.30
F	Railroad Rolling Stock	14,004.00	.....	.....	.....	14,004.00	12,242.48
G	Communication System Equipment	43,690.00	1,464.90	1,464.90	.....	43,690.00	17,091.24
H	Other Equipment	5,269.97	.....	.....	.....	5,269.97	1,610.75
		$141,936.14	$4,303.49	$1,829.87	.....	$144,409.76	$90,357.25
1049-C24J	General Capital Unclassified	$53,297.00	.....	.....	.....	$53,297.00	0
1050-C25	Undistributed Construction Expenditures:						
A	Engineering Superintendence	$1,639.83	.....	.....	.....	$1,639.83	0
E	Miscellaneous Construction Expenditures	0	.....	.....	.....	0	0
F	Undistributed Construction Expenditures	*5,763.54*	.....	.....	.....	*5,763.54*	0
		$4,123.71	.....	.....	.....	*$4,123.71*	0
		$93,286,655.41	$8,956.51	$8,668.52	.....	$93,286,943.40	$11,578,635.65
			1A	1B		Exh. "A"	1C

Italic figures denote loss and deficiency.

SCHEDULE No. 1A

HETCH HETCHY WATER SUPPLY
GROSS ADDITIONS
June 30, 1944

1015-C5F	LANDED CAPITAL—ROADS, TRAILS AND TRAMWAYS (INCLUDING HETCH HETCHY RAILROAD)		
	Replacement of Wooden Culverts—Foothill Division Roads	$465.60	
	Replacement of Cattle Guards and Passes, Hetch Hetchy Railroad	1,307.34	$1,772
1020-C6A	BUILDINGS, STRUCTURES AND GROUNDS—SOURCE OF WATER SUPPLY BUILDINGS AND FIXTURES		
	Replacement of Hot Water Tank, Camp Bunkhouse at Damsite		76
1025-C7	IMPOUNDING DAMS AND RESERVOIRS		
	Litigation Expense—Suit of East Bay Construction Co. vs. City and County of San Francisco	1,695.11	
	Replacement of Stop Logs at Lake Eleanor Dam Spillway	402.34	2,097
1025-C13	CANALS AND CONDUITS		
	Replacement of Spillway Gate at Spillway "C" Cherry Canal	481.53	
	Hospitalization Expenses re Coast Range Division	224.51	706
1045-C24D	GENERAL EQUIPMENT—GENERAL STABLE AND GARAGE EQUIPMENT		
	One New 8-tube Air King Short Wave Radio Installed in Equipment No. 227		56.
1045-C24E	GENERAL EQUIPMENT—GENERAL CONSTRUCTION EQUIPMENT		
	One New Power Boat 1943 Model with Redwing Engine No. 90563X	2,562.50	
	Replacement of One Paint Spray Outfit	219.53	2,782.
1045-C24G	GENERAL EQUIPMENT—COMMUNICATION SYSTEM EQUIPMENT		
	Replacement of Poles, Crossarms, etc., on Telephone Lines		1,464.
	TOTAL GROSS ADDITIONS		$8,956.

SCHEDULE No. 1B

HETCH HETCHY WATER SUPPLY
RETIREMENTS
June 30, 1944

1015-C5E	LANDED CAPITAL—GENERAL OFFICE AND OTHER LANDS		
	Sale of Lots 6-7-11 Rosalle Tract		$1,500.0
1015-C5F	LANDED CAPITAL—ROADS, TRAILS AND TRAMWAYS (INCLUDING HETCH HETCHY RAILROAD)		
	Retire Wooden Culverts—Foothill Division Roads (Replaced)	$465.60	
	Retire Cattle Guards and Passes (Hetch Hetchy Railroad) (Replaced)	1,307.34	1,772.9
1020-C6A	BUILDINGS, STRUCTURES AND GROUNDS—SOURCE OF WATER SUPPLY BUILDINGS AND FIXTURES		
	Retire Hot Water Tank, Camp Bunkhouse at Damsite (Replaced)		76.5
1025-C7	IMPOUNDING DAMS AND RESERVOIRS		
	Retire Stop Logs at Lake Eleanor Dam Spillway (Replaced)	402.34	
	Refund of Expenses Advanced on Suit of East Bay Construction Co. vs. City and County of San Francisco	2,605.25	3,007.5
1025-C13	CANALS AND CONDUITS		
	Retire Spillway Gate at Spillway "C" Cherry Canal (Replaced)		481.5
1045-C24A	GENERAL EQUIPMENT—GENERAL OFFICE EQUIPMENT		
	Retire 1 Oak Revolving Chair at San Francisco Airport (Junked)	5.00	
	Retire 1—16-inch Underwood Typewriter, Model 3, Serial No. 350212	97.20	102.2
1045-C24E	GENERAL EQUIPMENT—GENERAL CONSTRUCTION EQUIPMENT		
	Retire one Paint Spray Outfit (Replaced)	216.02	
	Retire one 1937 Concrete Buggy, rubber tired	46.75	262.7
1045-C24G	GENERAL EQUIPMENT—COMMUNICATION SYSTEM EQUIPMENT		
	Retire Poles, Crossarms, etc., on Telephone Lines (Replaced)		1,464.9
	TOTAL RETIREMENTS		$8,668.5

SCHEDULE No. 1C

HETCH HETCHY WATER SUPPLY
RESERVE FOR DEPRECIATION OF PLANT

DESCRIPTION	1 Value in Service	2 Cost of Removal	3 Salvage	4 Net Debit to Reserve	5 Credits to Reserve	Credit Balance
Balance of Reserve for Depreciation of Plant—June 30, 1943 (Credit)	.....	.....	.....	.....	.....	$10,290,334.03
Normal Annual Depreciation Expense for 1943-44	.....	.....	.....	.....	$1,288,577.25	.....
Adjustment of Depreciation Expense 1943-44 Due to Additions and Retirements	.....	.....	.....	.....	7,259.10	.....
Adjustment of Earned Surplus for Prior Years Due to Additions and Retirements during 1943-44	.....	.....	.....	.....	41.33	.....
RETIREMENTS OF:						
Hot Water Tank, Camp Bunkhouse at Damsite (Replaced)	$76.59	.....	.....	$76.59	.....	.....
Spillway Gate at Spillway "C" Cherry Canal (Replaced)	481.53	$285.19	.....	766.72	.....	.....
Wooden Culverts—Foothill Division Roads (Replaced)	465.60	450.53	.....	916.13	.....	.....
Stop Logs at Lake Eleanor Dam Spillway (Replaced)	402.34	135.41	.....	537.75	.....	.....
One Paint Spray Outfit (Replaced)	216.02	.....	.....	216.02	.....	.....
Poles, Crossarms, etc., on Telephone Lines (Replaced)	1,464.90	1,004.68	.....	2,469.58	.....	.....
Cattle Guards and Passes Hetch Hetchy Railroad (Replaced)	1,307.34	1,136.98	.....	2,444.32	.....	.....
One Oak Revolving Chair at San Francisco Airport (Junked)	5.00	.....	.....	5.00	.....	.....
One 1937 Concrete Buggy, rubber tired	46.75	.....	.....	46.75	.....	.....
One 16-inch Underwood Typewriter, Model 3, Serial No. 350212	97.20	.....	.....	97.20	.....	.....
Total Debits and Credits to Reserve, Fiscal Year 1943-44	$4,563.27	$3,012.79	0	$7,576.06	$1,295,877.68	$1,288,301.62
Balance of Reserve for Depreciation of Plant, June 30, 1944 (Credit)						$11,578,635.65

Sch. No. 1B

Sch. No. 1

SCHEDULE No. 2

HETCH HETCHY WATER SUPPLY RECONSTRUCTION AND REPLACEMENT FUND
RECEIPTS AND DISBURSEMENTS
FISCAL YEAR 1943-1944

Balance, June 30, 1943				$145,917.17
Receipts During Year 1943-1944:				
Portion of Budget Appropriation for 1943-44 C.C.T.V. 14—July, 1943			$17,744.00	
Portion of Budget Appropriation for 1943-44 C.C.T.V. 163—September, 1943			17,744.00	
Portion of Budget Appropriation for 1943-44 C.C.T.V. 352—December, 1943			17,743.50	
Portion of Budget Appropriation for 1943-44 C.C.T.V. 567—March, 1944			17,743.50	70,975.00
				$216,892.17
Disbursements During Year 1943-1944:				
Replacement of Spillway Flume Red Mountain Bar Sand Traps	C.S.T.V.	18	$975.31	
Replacement of Paint Spray Gun	Warrant	26	39.07	
Replacement of Poles, Crossarms, etc., in Telephone Lines	C.S.T.V.	120	1,303.07	
Replacement of Paint Spray Gun Compressor	Warrant	28	179.71	
Replacement of Spillway Gate at Spillway "C" Cherry Canal	C.S.T.V.	738	766.72	
Replacement of Stop Logs at Lake Eleanor Dam Spillway	C.S.T.V.	739	537.75	
Replacement of Poles, Crossarms, etc., in Telephone Lines	C.S.T.V.	740	1,248.16	
Freight on Paint Spray Gun from W. P. Fuller & Co	Warrant	29	.75	
Replacement of Wooden Culverts—Foothill Division Roads	C.S.T.V.	1378	916.13	
Purchase of One New Gasoline Powered Barge on Work Boat	Warrant	30	2,562.50	
Replacement of Poles, Crossarms, etc., in Telephone Lines	C.S.T.V.		1,221.42	
Replacement of Cattle Guards and Passes, Hetch Hetchy Railroad	C.S.T.V.	1837	2,444.32	$12,194.91
				$204,697.26
Warrant No. 24 for Three Wesix Air Heaters—Outstanding on June 30, 1943				*97.34*
Warrant No. 23 of June 10, 1943 charged by Treasurer in error to Operating Fund				
Attempted correction of this error in C.C.T.V. No. 733 of June 30, 1943 reversed and Operating Fund again charged making a net difference of $140.28. Corrected in July, 1943 by Treasurer in C.C.T.V. No. 23				*140.28*
Treasurer's Cash Balance June 30, 1944				$204,459.64

Italic figures denote loss and deficiency.

SCHEDULE No. 3

HETCH HETCHY WATER SUPPLY AND POWER PROJECT

DETAIL OF FUNDS, BONDED DEBT, AND WARRANTS OUTSTANDING

June 30, 1944

	Operating Funds	Reconstruction and Replacement Funds	Bond Funds	Land Purchases Fund	Bond Interest Funds	Bond Redemption Funds	Bonded Debt Matured Unpaid	Bonded Debt Unmatured	Bond Interest Matured Unpaid	Bond Interest Accrued Not Due	Warrants Outstanding
1910—4½%					$493,875.00	$1,001,000.00	$1,000.00 1,000,000.00*	$20,000,000.00	$21,375.00 472,500.00*		
1925—5%					159,725.00			6,250,000.00	3,475.00 156,250.00*		
1928—4½%			$584.06		9,967.50	6,000.00	6,000.00 600,000.00*	19,800,000.00	9,967.50 459,000.00*		$506.00
1932—5¾%					19,377.50	4,000.00	4,000.00	3,311,000.00	19,377.50	15,865.20	630.90
1932—5%					1,500.00			1,160,000.00	1,500.00	4,833.34	
1932—4½%					180.00			91,000.00	180.00	341.25	
1932—4%					800.00			260,000.00	800.00	866.66	
1932—3%					780.00			194,000.00	780.00	485.00	
1932—2¾%			310,149.85		591.25			284,000.00	591.25	650.83	
1933—4%			2,891.55		1,200.00			1,750,000.00	1,200.00	5,833.33	
H. H. Project Operating	$97,403.03										33,862.06
H. H. Project Reconstruction & Replacement		$385,777.63									
H. H. Water Supply				$2,802.50							
	$97,403.03	$385,777.63	$313,625.46	$2,802.50	$687,996.25	$1,011,000.00	11,000.00 $1,600,000.00*	$53,100,000.00	59,246.25 $1,087,750.00*	$28,875.61	$34,998.96
H. H. Water Supply	$97,403.03	$204,459.64						$46,752,600.00			
H. H. Power Division		181,317.99						6,347,400.00			
	$97,403.03	$385,777.63						$53,100,000.00			

*Maturing July 1, 1944

HETCH HETCHY WATER SUPPLY

REPORT OF EXPENDITURES, CONTRIBUTIONS AND RETURN OF ADVANCES BY APPROPRIATIONS

FISCAL YEAR 1943-1944

Appropriation	Expenditures	Encumbrances	Total	Chargeable to— H.H.Power	S.F.W.D.	Muny. Ry.	Advanced by— Total	H.H.Power	S.F.W.D.	Muny. Ry.
							Carried Forward June 30, 1943			
Water Sup. Operation..W268.200.00	$504.04	.....	$504.04	.....	$504.04	.....	$591.59	.....	$591.59	.....
200.00/75	6.00	.....	6.00	.....	6.00	.....	9.00	.....	9.00	.....
300.00	211.27	.....	211.27	.....	211.27	.....	209.37	.....	209.37	.....
640.01	13,003.65	.....	13,003.65	.....	13,003.65	.....	15,230.00	.....	15,230.00	.....
640.01/75	1,000.00	.....	1,000.00	.....	1,000.00	.....	1,100.00	.....	1,100.00	.....
801.00	7.00	.....	7.00	.....	7.00	.....	500.00	.....	500.00	.....
813.00	883.91	.....	883.91	.....	883.91	.....	900.00	.....	900.00	.....
168.200.00	160.62	.....	160.62	.....	160.62	.....	200.00	.....	200.00	.....
668.500.08	.....	.....	.....	.....	.....	.....	950.00	.....	950.00	.....
Maintenance W268.212.01	4,812.88	.....	4,812.88	.....	4,812.88	.....	10,803.00	.....	10,803.00	.....
212.02	33,492.53	.....	33,492.53	.....	33,492.53	.....	34,272.65	.....	34,272.65	.....
212.02/75	491.77	.....	491.77	.....	491.77	.....	1,188.07	.....	1,188.07	.....
212.03	10,311.36	.....	10,311.36	.....	10,311.36	.....	10,320.84	.....	10,320.84	.....
212.04	5,125.57	.....	5,125.57	.....	5,125.57	.....	8,462.05	.....	8,462.05	.....
Budget Transfers.....231.00	108.23	.....	108.23	.....	108.23	.....	108.23	.....	108.23	.....
860.00	412.19	.....	412.19	.....	412.19	.....	412.19	.....	412.19	.....
Utilities Engineering...W268.200.02	162.29	.....	162.29	$40.57	81.15	$40.57	305.58	$76.40	152.79	$76.39
300.02	78.34	.....	78.34	19.59	39.17	19.58	78.73	19.68	39.36	19.69
860.02	434.95	.....	434.95	108.74	217.47	108.74	434.95	108.74	217.47	108.74
War Emergency.....WE268.200.79	437.58	.....	437.58	.....	437.58	.....	437.58	.....	437.58	.....
200.79–1	2,454.09	$1,000.00	3,454.09	.....	3,454.09	.....	8,928.41	.....	8,928.41	.....
200.79/75	11.80	.....	11.80	.....	11.80	.....	21.66	.....	21.66	.....
300.79	15.55	.....	15.55	.....	15.55	.....	15.45	.....	15.45	.....
350.79	*117.21*	.....	*117.21*	.....	*117.21*	.....	.....	.....	.....	.....
400.79	56.56	.....	56.56	.....	56.56	.....	60.00	.....	60.00	.....
800.79	.....	.....	.....	.....	.....	.....	260.00	.....	260.00	.....
813.79	102.43	.....	102.43	.....	102.43	.....	300.00	.....	300.00	.....
860.79	111.28	.....	111.28	.....	111.28	.....	111.28	.....	111.28	.....
Total Prior 1943-1944.....	$74,278.68	$1,000.00	$75,278.68	$168.90	$74,940.89	$168.89	$96,210.63	$204.82	$95,800.99	$204.82
							Advances for Fiscal Year 1943-44			
Water Sup. Operation..W368.110.00	$36,782.39	.....	$36,782.39	.....	$36,782.39	.....	$37,800.00	.....	$37,800.00	.....
111.00	157.29	.....	157.29	.....	157.29	.....	423.00	.....	423.00	.....
120.00	852.36	.....	852.36	.....	852.36	.....	1,795.00	.....	1,795.00	.....
200.00	1,192.77	$346.77	1,539.54	.....	1,539.54	.....	2,000.00	.....	2,000.00	.....
300.00	635.04	93.97	729.01	.....	729.01	.....	1,000.00	.....	1,000.00	.....
640.01	14,489.93	15,420.31	29,910.24	.....	29,910.24	.....	30,000.00	.....	30,000.00	.....
801.00	2.50	500.00	502.50	.....	502.50	.....	1,000.00	.....	1,000.00	.....
813.00	.....	900.00	900.00	.....	900.00	.....	900.00	.....	900.00	.....
814.00	539.60	.....	539.60	.....	539.60	.....	550.00	.....	550.00	.....
815.00	433.88	.....	433.88	.....	433.88	.....	500.00	.....	500.00	.....

Water Supply										
870.00	13,192.08	.....	13,192.08	.....	13,192.08	.....	14,600.00	.....	14,600.00	.....
966	1,000.00	.....	1,000.00	.....	1,000.00	.....	.....	.....	.....	.....
(Budget Transfers)..W368.231.00	273.00	40.73	313.73	.....	313.73	.....	300.00	.....	300.00	.....
860.00	1,417.12	446.32	1,863.44	.....	1,863.44	.....	1,775.00	.....	1,775.00	.....
900.03	935.46	.....	935.46	.....	935.46	.....	1,450.00	.....	1,450.00	.....
Maintenance W368.212.01	6,693.21	13,744.00	20,437.21	.....	20,437.21	.....	20,994.00	.....	20,994.00	.....
212.02	41,723.69	23,340.59	65,064.28	.....	65,064.28	.....	65,507.00	.....	65,507.00	.....
212.03	6,464.16	10,535.84	17,000.00	.....	17,000.00	.....	17,000.00	.....	17,000.00	.....
212.04	4,805.75	4,815.50	9,621.25	.....	9,621.25	.....	9,631.00	.....	9,631.00	.....
Total H. H. Water Supply 1943-1944...	$161,590.23	$70,184.03	$231,774.26	.....	$231,774.26	.....	$237,225.00	.....	$237,225.00	.....
Utilities Engineering...E368.110.02	$49,305.88	.....	$49,305.88	$12,326.47	$24,652.94	$12,326.47	$53,386.00	$13,346.00	$26,693.00	$13,347.00
111.02	142.42	.....	142.42	35.60	71.21	35.61	150.00	38.00	75.00	37.00
200.02	966.18	$302.50	1,268.68	317.17	634.34	317.17	1,350.00	337.00	675.00	338.00
300.02	381.36	33.53	414.89	103.72	207.45	103.72	750.00	188.00	375.00	187.00
860.02	1,531.12	483.14	2,014.26	503.56	1,007.13	503.57	2,300.00	575.00	1,150.00	575.00
Total Utilities Engineering..1943-44...	$52,326.96	$819.17	$53,146.13	$13,286.52	$26,573.07	$13,286.54	$57,936.00	$14,484.00	$28,968.00	$14,484.00
Civilian Defense.....WE368.110.79	$37,725.98	.....	$37,725.98	$18,862.99	$18,862.99	.....	.....	.....	.....	.....
120.79	29,796.89	.....	29,796.89	14,898.44	14,898.45	.....	$71,922.00	$35,961.00	$35,961.00	.....
200.79	4,363.06	$1,528.24	5,891.30	2,945.65	2,945.65	.....	7,500.00	3,750.00	3,750.00	.....
300.79	80.07	.....	80.07	40.04	40.03	.....	500.00	250.00	250.00	.....
350.79	1,901.85	.....	1,901.85	950.92	950.93	.....	6,352.00	3,176.00	3,176.00	.....
800.79	40.96	250.00	290.96	145.48	145.48	.....	500.00	250.00	250.00	.....
813.79	.....	200.00	200.00	100.00	100.00	.....	200.00	100.00	100.00	.....
860.79	797.58	733.52	1,531.10	765.55	765.55	.....	1,516.00	758.00	758.00	.....
Total Civilian Defense 1943-1944.....	$74,706.39	$2,711.76	$77,418.15	$38,709.07	$38,709.08	.....	$88,490.00	$44,245.00	$44,245.00	.....
Grand Total.....	$362,902.26	$74,714.96	$437,617.22	$52,164.49	$371,997.30	$13,455.43	$479,861.63	$58,933.82	$406,238.99	$14,688.82
Less Expenditures and Encumbrances.....							$437,617.22	$52,164.49	$371,997.30	$13,455.43
Less Required for Bond Interest and Redemption.....							$42,244.41 928.79	$6,769.33 928.79	$34,241.69	$1,233.39 .....
Refund Due.....							$41,315.62	$5,840.54	$34,241.69	$1,233.39

TAX CONTRIBUTION

	Budget	Paid	Balance Due	Write Off
1942-43	.....	.....	$16,146.79	.....
1943-44	$242,540.00	$249,687.11	$8,070.89	$928.79

Italic figures denote loss and deficiency.

BUREAU OF LIGHT, HEAT AND POWER

A. O. OLSON

Manager and Chief Engineer

A. O. OLSON
Manager and Chief Engineer

The anxiety for the nation's safety, experienced upon our entry into the war, was materially lessened during the past fiscal year and as a result some of the restrictions on civilian life were lifted. As the industrial capacity of the country became fully organized and gained momentum, supplies of strategic materials became more plentiful and some products previously restricted were made available for essential civilian use.

The major problem in the maintenance of important public services was the manpower shortage. A 30 per cent reduction in the force did not, however, prevent the Bureau of Light, Heat and Power from maintaining normal functions, which embrace the engineering, construction, management and operation of street lighting and the supervision of gas and electric supply for municipal purposes, as well as furnishing engineering and advisory service to city departments on matters pertaining to light, heat nd power. Construction of major street lighting projects was suspended as a esult of war restrictions, which made it possible for the Bureau to assume extra urricular functions as part of the city's civilian defense organization.

)imout:

The appointment in May, 1942, of A. O. Olson, Manager and Chief Engineer of he Bureau, as Illumination Control Officer for the San Francisco Civilian War ouncil, made enforcement of the dimout restrictions one of these additional ctivities of the Bureau. All technically trained men of the staff and volunteers rom the local membership of the Illuminating Engineering Society assisted in his work as deputy officers by furnishing technical advice and information regarding the law's requirements to enforcement agencies and the general public.

The actual enforcement of the dimout continued in the hands of the Air Raid Vardens, who had done a very creditable job. With a few minor exceptions, the ublic showed a desire to cooperate and it was necessary to invoke the law in elatively few cases.

In an effort to secure uniform compliance and deal more effectively with the few ersistent and recurring cases of dimout violation, a procedure was established

DIMOUT IN SAN FRANCISCO EAST OF TWIN PEAKS
hidden from the ocean by hills—was less drastically curtailed.

under which a special city-wide detail of the Air Raid Warden Service and the Deputy Illumination Control Officers undertook to supervise and check the dimout enforcement, and, with the aid of the Police Department, apprehend and punish all those unwilling to cooperate. Prior to this time, when court action was necessary, the individual wardens, in cooperation with the Illumination Control Officers, had caused deliberate violators to be cited to appear in the Police Court. This procedure caused considerable loss of time to both air raid wardens and lighting men. Under the new plan, persistent violaters were turned over by the special detail to the police for appropriate action. This plan worked well, and although 140 cases were referred to the police, only three violators were actually brought into court. The majority corrected the conditions at fault before the police officers made their inspection.

Early experience in the dimout enforcement indicated that 95 per cent of the harmful light was readily controlled through whole-hearted cooperation on the part of the public, and that 90 per cent of the enforcement effort would be necessary to control the remaining 5 per cent of the prohibited light. These difficult-to-control violations consisted principally of small indoor light sources, which, because of their location, emitted light out-of-doors through windows and open doors at an upward angle. Such lights add very little to the skyglow and their elimination did not seem worth the effort.

A desire on the part of the Western Defense Command to interfere with civilian life as little as possible, and to make enforcement practical, as well as the improved military situation in the Pacific, resulted in a revision of the dimout restrictions. Proclamation No. 19 was therefore issued on October 10, 1943. Under this proclamation, unshaded interior lights were permitted if more than six feet from a window, which eliminated the previous restrictions most difficult to enforce. In the interest of public safety and morale, other important changes in the dimout requirements were also made. Noteworthy were the repeal of the headlight-dimming provision in the area visible from the sea, and the permission to use outdoor recreational lighting in areas more that three miles from the sea.

After the changes covered by Proclamation No. 19 were put into effect on the West Coast, a study of the entire dimout on a nationwide scope was undertaken by the Army and Navy Departments in Washington, and as a result, effective November 1, 1943, all lighting restrictions were lifted. Proclamation No. 20 of the Western Defense Command, issued October 28, 1943, suspended Proclamation No. 19 but provided for its re-enactment in case of an emergency. Pending such emergency and in order to assist in defense lighting activity and blackout, the Division of Light Control of the Civilian War Council and its personnel is maintained.

Study of Traffic and Accident Statistics:

During the 18 months of dimout in San Francisco, the public became light conscious and learned to appreciate the value of street lighting. Driving with dimmed headlights on darkened streets became an arduous task to be undertaken only when unavoidable. Night time pleasure driving therefore ceased in the most severely dimmed area and traffic in general was reduced. Even with this reduced traffic, accidents increased. Minor accidents became more numerous and major accidents more severe. Pedestrians were killed. The relation between traffic safety and adequate lighting was demonstrated beyond a doubt.

Agencies interested in traffic safety recognize the value of adequate street lighting as an accident deterrent, but find it difficult to furnish conclusive proof

LIGHTING FOR TRAFFIC SAFETY

Twin Pendent Electrolier, with 6000-lumen lamps, lights the intersection of 19th Avenue and Sloat Bo

hereof, because so many factors are involved. Studies on the subject, made by he Bureau and graphically expressed in three charts, show the relation between ight and traffic accidents in San Francisco between January, 1937, and June, 944. These charts are based on fatal accident statistics compiled from the rec-rds of the Accident Prevention Bureau of the San Francisco Police Department, nd other available data.

An earnest city-wide effort to improve street lighting in San Francisco began arly in 1937 and continued until the United States entered the war, when the limout reversed the program. Graph No. 1 on an accompanying page shows that ach year as our streets became better lighted, the night fatal accident rate de-lined. The dimout caused a large reduction in lighting, which in 1943 resulted in large increase in fatal accidents, and this in spite of reduced night driving.

That the yearly increase in night accidents between 1937 and 1941 was not aused by a similar increase in the rate of travel, is indicated by the fact that no orresponding increase can be detected in the daytime accident rate.

Graph No. 2 has been prepared in an effort to show the effect of natural light n traffic safety. The time of day has been divided into the three important periods with respect to light—daylight, twilight and darkness, and the accident rate for ach period has been shown graphically. It is generally conceded that daytime raffic is over twice that of night time, but the chart shows that the night accident ate is approximately three times that of the day rate. On this basis, the traffic azard at night is six times greater than in daytime. The graph shows a nearly qual fatality rate for hours of twilight and darkness, but when the relative traffic olume is evaluated the hazard is greatest at twilight, when natural light is educed and visibility impaired. This tends to prove that twilight is inadequate or safe driving and leads to the conclusion that inadequate lighting, whether atural or artificial, is unsafe. As far as traffic safety is concerned, poor lighting s therefore worse than no light at all.

The dimout was in force during the greatest portion of 1943 and the traffic atalities of that year were more numerous than during any other year included n the study. The 113 fatalities of that year have been shown with respect to time n Graph 3, which also shows the new street lighting schedule.

treet Lighting Operation:

On November 1, 1943, when the dimout was suspended, 941 street lights in San rancisco had been turned off, 18,556 were shielded to reduce skyglow, and 3,287 were also shaded toward the ocean. The remainder of the City's 24,900 lights were ot visible from the sea and met the requirements because they were pendent ype and emitted less than 10 per cent of the lamp output skyward. Although the uspension of the dimout provided for renewal of lighting restrictions at any time ecessary, the hazards due to poor visibility on many dimmed-out streets, com-laints from the public, and the improved military situation in the Pacific rompted immediate action to "undim" the street lights.

The cooperation of the Police Department was enlisted in the selection of streets in need of early attention. In the order of their urgency, important thor-oughfares and dangerous locations were given priority in an effort to eliminate raffic hazards caused by reduced lighting. The actual work has been hampered by manpower shortage.

At the close of the fiscal year, 224 of the lights turned off had been relighted.

MODERN PENDENT STREET LIGHTS TO BE INSTALLED AFTER V-DAY

War restrictions have deferred street lighting construction, which will be resumed when fighting ends. The post-war program contemplates the use of electroliers illustrated on this and the opposite page.

NEW STANDARDS

On opposite page are illustrated metal standards of great impact resistance, proposed for use along thoroughfares. Concrete standards, such as shown on this page require less maintenance and are proposed for use in areas near the ocean.

Of lights shaded toward the ocean, 1,900 had been cleaned of paint and 2,650 had been cleared of the sky shade. All told, approximately 25 per cent of the dimout shades had been removed.

The appropriation for street lighting during the next fiscal year includes funds for relighting, effective July 1, 1944, the 666 "midnight" lights in the downtown area which have been out of service since August, 1942.

Prior to the war, a number of lighting circuits feeding pedestrian underpasses and isolated locations were in operation continuously or were controlled by time switches. After Pearl Harbor these circuits were disconnected until switching meeting blackout requirements could be arranged. Because of restrictions on materials, only three of a total of twenty such circuits were back in service on June 30, 1944.

Additions to the street lighting system were possible only when made in accordance with the limitation orders of the War Production Board, which prohibited extensions to ornamental and business street lighting and greatly restricted traffic safety and residential street lighting. These orders were changed twice during the year, liberalizing the restrictions on lighting for housing projects and residential streets. The original order governing new housing projects permitted installation of only one light per 1,000 linear feet of street, but on February 25, 1944, this limitation was changed to 500 feet. Under the original order, no additions to existing lighting on residential streets were permitted. Effective April 6, 1944, extensions of general street lighting service, other than for ornamental purposes, was permitted up to 1,000 feet per light, providing no new or additional transformers of any type were installed.

The above relaxation of restrictions on new street lighting construction permitted the installation of 56 new lights on streets inadequately lighted or entirely without lights since the beginning of the war. At the close of the year, there were 24,153 lights in service, of which 3,634 were city-owned and 20,519 company-owned.

As shown in Table 1, the total expenditure for street lighting operations for the year was $771,384.97. This included operation and maintenance costs on all lighting equipment in streets, parks, viaducts, tunnels and underpasses. The increase over last year's expenditure of $761,471.28 was due principally to the suspension of the dimout during the latter part of the year. For the second year $26,000 was allocated from the state gas fund as the annual contribution to the operating cost of lighting streets designated as state highway routes. Prior to gas rationing, this contribution amounted to $40,000.

Following the suspension of the dimout, an increased number of complaints was received by the Bureau. Many were requests that could not be complied with, such as immediate removal of dimout shading or the installation of additional lights. As the removal of shades progressed, numerous requests were received for shielding luminaires to reduce direct light shining into adjacent residences or apartment windows. Shading lights for this purpose, however, was generally discouraged, because it reduces the effective illumination of the street.

In most cases, investigation of complaints was made at night. This facilitated personal contact with the complainant, through which unreasonable requests and misunderstandings were cleared up and left a favorable impression as to the service rendered.

Street Lighting Schedule:

The turning on and off of the street lights in San Francisco is performed by manual control at substations of the power company in accordance with a schedule furnished by the Bureau.

When the supervision of the lighting of city streets was entrusted to the newly created Public Utilities Commission in 1932, the then current schedule was revised to utilize more fully the 4,000 annual burning hours on which it was based in conformity with the nationally recognized standard. Under the revised schedule, the time of lighting and extinguishing lamps was regulated by a fixed interval from the times of sunrise and sunset. Minor changes in the schedule, prompted by complaints, have since been made.

A resurvey of this subject became necessary last year, because war conditions had caused many changes, such as early morning traffic occasioned by war industries and the change to war time. Local conditions and practices in other cities were studied and weather bureau records, traffic conditions, accident statistics, and visibility during the twilight period were carefully evaluated. Consideration was given the variation in the period of twilight, which in the latitude of San Francisco varies from a maximum of 1 hour and 57 minutes at the summer solstice to a minimum of 1 hour and 27 minutes at the equinoxes. At the winter solstice, twilight lasts 1 hour and 35 minutes. Earlier schedules had ignored these variations.

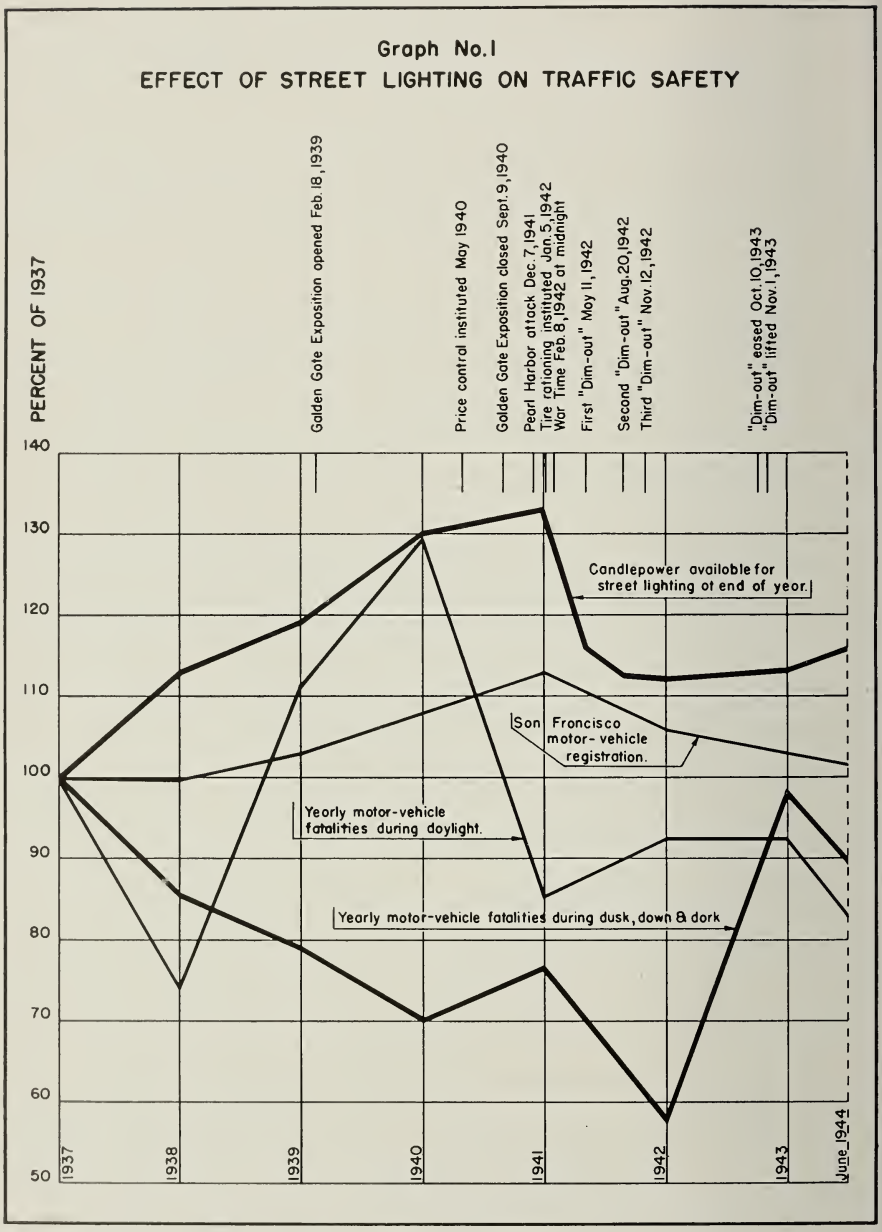
Careful evaluation of the above factors and actual field observations resulted in a new time schedule, which was put into effect on July 1, 1944. Under this schedule the lamps are lighted earlier in the evening and extinguished later in the morning, thus increasing the burning hours from approximately 4,000 to 4,080 a year. This will increase the operating cost approximately $10,000 yearly.

Inventory and Appraisal of Street Lighting Plant:

Inventory of the city-owned street lighting properties was lacking when the Bureau assumed control thereof in 1932, and much effort has been concentrated on compiling data and preparing comprehensive records. Other urgent work and a limited personnel has retarded this work, but in 1936 the records necessary for operation and maintenance were completed and this year the inventory and evaluation of these city-owned properties was finished. Maps recording these facilities are yet to be made, which, it is estimated, will take one more year at the present rate of progress. The completed inventory consists of a card for each project on which space is provided for recording pertinent historical, physical and cost data. A typical inventory card is reproduced on an accompanying page. These records show the results of a complete physical survey and inventory, as well as research through old files of the City and the Pacific Gas and Electric Company.

Completion of the inventory of the city-owned street lighting properties made it possible for the first time to appraise these properties accurately and to establish a reasonable annual depreciation reserve in accordance with the provisions of Section 128 of the Charter. As of June 30, 1943, the city-owned street lighting system was appraised at $1,409,638, and the allowance for depreciation for the fiscal year 1943-44 was established at $67,326.82.

It is interesting to note in the summary of Table X that approximately 14 per cent of the total investment in city-owned street lighting has been contributed by property owners. This has resulted principally from legislation


Graph No. 1
EFFECT OF STREET LIGHTING ON TRAFFIC SAFETY
PERCENT OF 1937
140
130
120
110
100
90
80
70
60
50
Golden Gate Exposition opened Feb. 18, 1939
Price control instituted May 1940
Golden Gate Exposition closed Sept. 9, 1940
Pearl Harbor attack Dec. 7, 1941
Tire rationing instituted Jan. 5, 1942
War Time Feb. 8, 1942 at midnight
First "Dim-out" May 11, 1942
Second "Dim-out" Aug. 20, 1942
Third "Dim-out" Nov. 12, 1942
"Dim-out" eased Oct. 10, 1943
"Dim-out" lifted Nov. 1, 1943
Candlepower available for street lighting at end of year.
San Francisco motor-vehicle registration.
Yearly motor-vehicle fatalities during daylight.
Yearly motor-vehicle fatalities during dusk, dawn & dark
1937
1938
1939
1940
1941
1942
1943
June 1944

enacted by the Board of Supervisors in 1933, requiring street lighting facilities satisfactory to the Public Utilities Commission to be installed as part of the improvement of all new streets, tracts or subdivisions, and that the cost thereof be borne by the owners. Such installations become the property of the City on final completion and acceptance of the work, and are operated and maintained thereafter by the City. This, of course, reflects a lower operating cost than if the lighting were installed by the private utility.

Gas and Electric Supply:

The contract for the purchase of gas and electricity for the fiscal year was awarded to the Pacific Gas and Electric Company, that company being the only bidder. This contract was essentially the same as for previous years and permitted the purchase of electricity within the city limits at flat rates—2 cents per KWHr for power and 2¾c per KWHr for lighting—or, at the option of the Bureau, published schedules could be applied if more economical. Published schedules only applied to out-of-town accounts and all uses of gas.

During the year, 592,992,900 cubic feet of natural gas and 83,120,663 kilowatt hours of electricity were used by the municipality, exclusive of street lighting. Table No. 6 shows the quantities, number of accounts and cost of these commodities for each department. Steam, used for heating the main offices of the Public Welfare Department, amounted to 2,162,000 pounds and cost $1,612.69.

These purchases were made through a total of 1,216 accounts, of which 776 were electric and 440 gas. With the exception of two small accounts with the Modesto Irrigation District, the entire business was with the Pacific Gas and Electric Company.

Due to the shortage of gas during the period from November to March, the five city plants using surplus natural gas were forced to use oil fuel for 54 days. Gas consumption was therefore 12 per cent less than during the previous year, while the use of electricity increased 7.25 per cent. This increase was principally due to increased activity at the Airport and Fort Mason and the increased business of the Municipal Railway, all definitely attributed to the war.

Included in Table 1 as part of the cost of gas and electric supply, is an item of $610,249.51 for electricity bought for resale to supplement the output of the Hetch Hetchy power system. This is the cost of electricity furnished by the Pacific Gas and Electric Company for resale to the Aluminum Company of America plant at Riverbank, to which power generated at Hetch Hetchy was sold during the year.

The unit prices for electricity and gas have been analyzed by rate schedules in Tables No. 7 and No. 8. The average cost of electricity was 1.214 cents per KWHr and of gas 1.927 cents per hundred cubic feet.

Due to the continuing improvement of the military situation in the Pacific, and consequent decreasing civilian defense activities, the use of gas and electricity by these agencies fell far below estimates. In all, 85 accounts were active and cost $5,994.87.

The cost of gas and electricity used by the various departments may be shown by functions of the municipal government, as follows:

4	Utilities	$723,101.53	64.272%
12	Governmental departments	220,041.05	19.558%
8	Social and recreational departments	85,553.78	7.604%
1	Schools	96,370.71	8.566%

Determination of the most economical cost for each account by judicious appl cation of the technical features of the various rate schedules is one of the impo tant functions of this Bureau. During the year, changes in rates on 33 differe accounts resulted in a rebate of $2,389.65.

Through check of the monthly bills, errors were detected which resulted in net saving of $165.03 whereas adjustments due to meter errors resulted in net of $13.50 in favor of the Company.

Seven tenants at the San Francisco Airport purchased 2,834,191 kilowatt hou of electricity through 16 meters and were billed for an aggregate of $35,254.6 Rates applied to these accounts were the same as those used by the Pacific Ga and Electric Company under similar circumstances and all funds collected we credited to the Airport. Net profit from the resale of this power amounted $9,458.62.

Under terms of the lease which permitted the Fire Department to locate i emergency pumping station on government land at Fort Mason, the City suppli all electricity used within the fort and at the transport docks at the same rate would be applied by the local utility, or a rate based on the price of oil, whic ever is the lower. Under the stimulus of the war, the load outgrew the capaci of the city's plant and additional energy was purchased from the Pacific Gas ar Electric Company. During the year the Government purchased 3,111,052 kilowa hours, for which it paid $31,282.07.

The Coast Guard radio station and the internment camp of the Immigration ar Naturalization Service, both near Sharp Park, were supplied with water throug the pipeline and pumping facilities jointly owned and operated by the Park Con mission and the Sheriff. This Bureau billed the Government for pumping cos and collected $661.65 for the Park Commission and $405.80 for the Sheriff, whic amounted to 25 per cent of the total cost of operating power used by this pumpin plant.

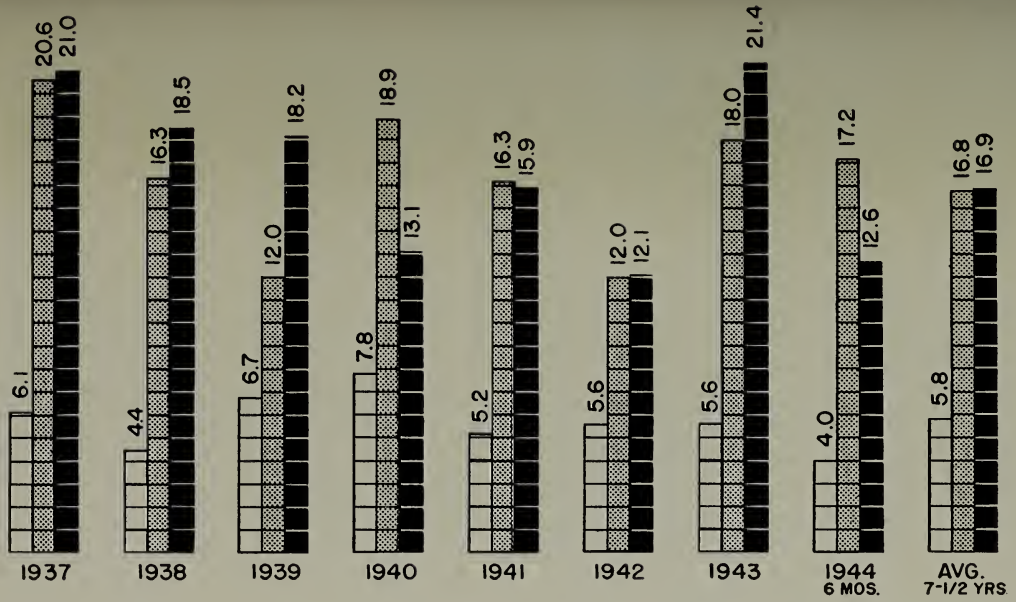
Engineering and Construction:

Because of continued restrictions on materials, no funds were provided in th 1943-44 budget for street lighting construction. Four city-owned projects unde construction at the beginning of the year were completed. These are summarize in Table 3.

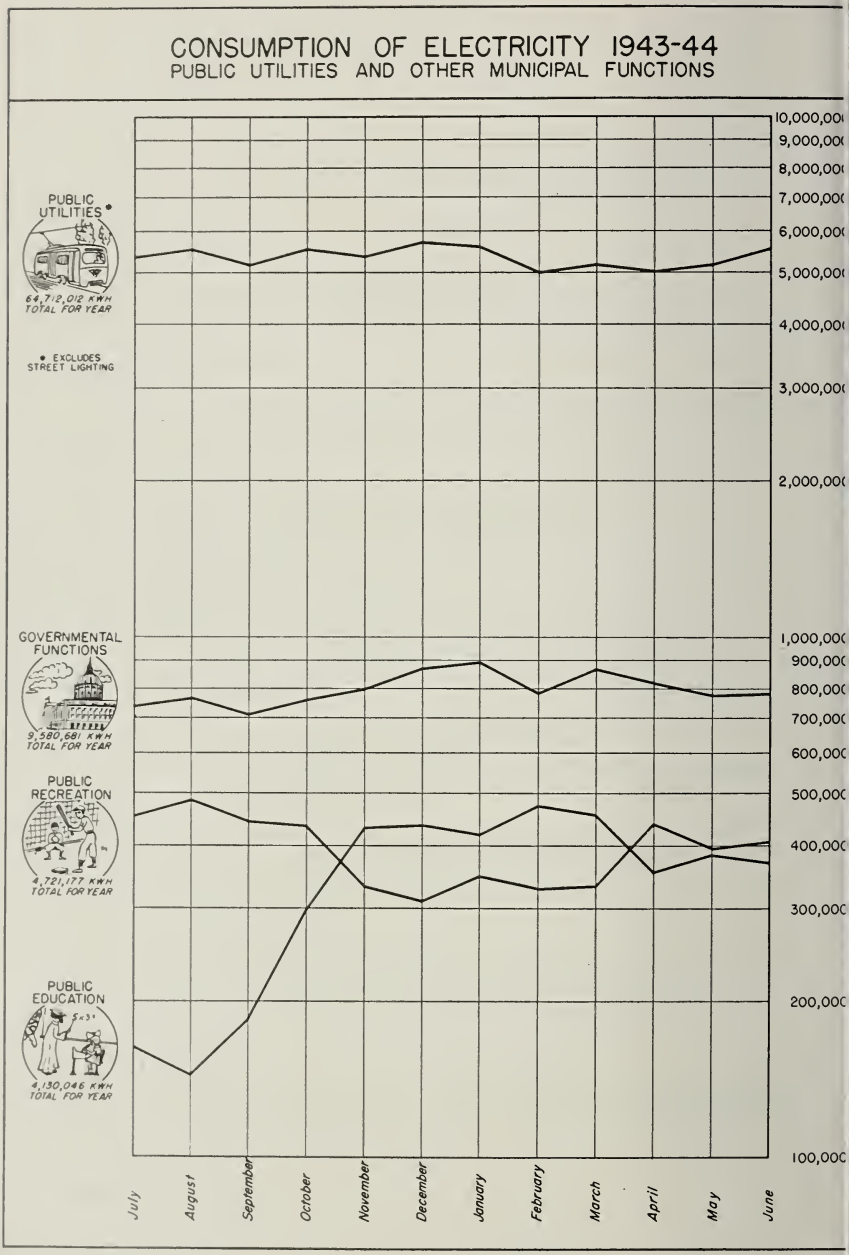
The following projects (for which funds are available) are planned for in mediate construction when conditions of manpower and materials will permit:

Lombard Street from Van Ness Avenue to Richardson Avenue: This boulevar recently completed and a major approach to the Golden Gate Bridge, is no inadequately lighted with temporary overhead-connected lights. All conduit fo the proposed underground lighting system was installed with the construction o the boulevard. It is planned to install concrete electroliers in the centerstrip o the roadway, spaced 130 feet apart, each with two pendent luminaires mounte 23 feet above the roadway and equipped with 6000-lumen lamps.

Third Street from 23rd Street to Custer Avenue: This section of Third Stree was recently reconstructed as part of the ultimate reconstruction of the entir street south of Channel Street. The temporary, overhead-connected lights will b replaced by an extension of the underground system, installed when this stree was rebuilt from Mariposa Street to 23rd Street. The lighting will be similar t that planned for Lombard Street, except metal electroliers will be used.



Graph No.2 - TRAFFIC HAZARD IN RELATION TO LIGHT


CONSUMPTION OF ELECTRICITY 1943-44
PUBLIC UTILITIES AND OTHER MUNICIPAL FUNCTIONS
PUBLIC UTILITIES *
64,712,012 KWH TOTAL FOR YEAR
* EXCLUDES STREET LIGHTING
GOVERNMENTAL FUNCTIONS
9,580,681 KWH TOTAL FOR YEAR
PUBLIC RECREATION
4,721,177 KWH TOTAL FOR YEAR
PUBLIC EDUCATION
4,130,046 KWH TOTAL FOR YEAR
10,000,000
9,000,000
8,000,000
7,000,000
6,000,000
5,000,000
4,000,000
3,000,000
2,000,000
1,000,000
900,000
800,000
700,000
600,000
500,000
400,000
300,000
200,000
100,000
July
August
September
October
November
December
January
February
March
April
May
June

Union Square: Construction of the underground garage under Union Square in 1941 necessitated removal of lights on adjacent downtown streets. Restrictions due to the war emergency prevented replacing these lights when the garage was completed. It is planned to install 16 modern, 2-light pendent metal electroliers on foundations provided in the roof of the garage structure on the four sides of the Square. Eight of these electroliers will also support trolley span wires, thus eliminating duplication of poles.

On its own volition—and also upon request—this Bureau has furnished engineering services and advice to other departments on matters relative to the use of gas and electricity. A number of such cases were handled, of which the following deserve mention:

Recreation Department:

Plans and specifications for lighting and heating offices at 1441 Van Ness Avenue.

Plans and specifications for the modernization of the floodlight poles at James Rolph, Jr., Playground to provide safety measures required by the Industrial Accident Commission.

Test and inspection of floodlighting at James Rolph, Jr., Playground when returned to service after suspension of dimout.

Juvenile Home:

Plans and specifications for lighting and heating hall at the Log Cabin Ranch School at La Honda.

Purchasing Department:

Lighting main office at City Hall.

Civilian Defense:

Electricity and gas services for Civic Center dormitories, auxiliary firehouses, control centers, etc.

Water Department:

Test and inspection at the following pumping plants:
Pier No. W-1
Forest Hill
Potrero Hill
Alemany

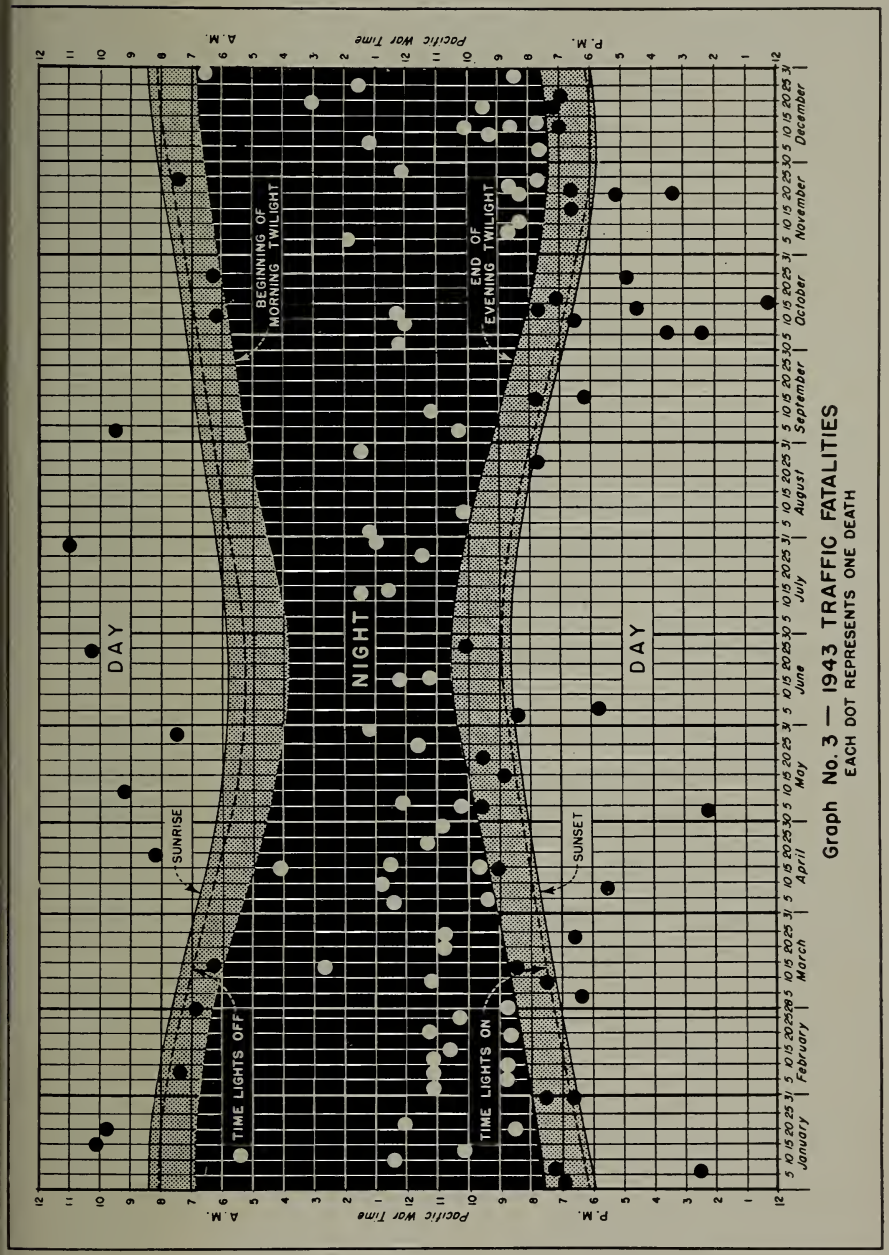
Postwar Program:

A study of traffic accident and fatality experience during the decade before the war, indicates that without proper safeguards the anticipated increase in night traffic after the war will send the night death and accident rates soaring. Adequate street lighting is one of these safeguards. In addition, it will help to prevent crime and enhance property values in business areas. Considerable time was therefore devoted during the past year to the study of street lighting requirements for the postwar period.

As a result of this study, an improvement program consisting of 142 projects at an estimated cost of $4,309,300 has been developed. Many of these jobs date back to the depression years when street lighting was greatly curtailed and funds for adequate lighting were denied. Others are projects on which work was discon-

BUDGETED COST OF MUNICIPAL FUNCTIONS 1943-1944

STREET LIGHTING	$ 744,000
PUBLIC RECREATION	$ 3,556,428
FIRE PROTECTION	$ 4,064,255
PUBLIC WORKS	$ 4,859,901
LAW ENFORCEMENT	$ 6,026,672
GOVERNMENTAL FUNCTIONS	$ 6,636,007
PUBLIC UTILITIES	$10,133,734
PUBLIC EDUCATION	$13,132,827
HEALTH AND WELFARE	$13,762,692
PUBLIC DEBT	$14,010,501
TOTAL BUDGET	$76,927,017



Graph No. 3 — 1943 TRAFFIC FATALITIES

EACH DOT REPRESENTS ONE DEATH

tinued or deferred because of the war. All are necessary improvements and ar divided into six classes, headed as follows:

1. Streets on which the present antiquated system owned by the Pacific Ga and Electric Company is to be replaced with a modern, city-owned installatio

2. Streets on which the existing city-owned system is to be modernized.

3. Streets on which new lighting is to be installed, utilizing existing unuse city-owned conduits previously installed with street reconstruction.

4. Streets to be widened without property acquisition, on which new lighting i to be provided.

5. Streets to be widened with property acquisition, on which new lighting is t be provided.

6. New and existing streets now without lighting, on which lighting is to b provided.

Classes 4, 5 and 6 include streets on which the roadway is planned for widen ing or reconstruction, and it is therefore proposed to coordinate the installatio of street lighting with the improvements.

Listed in the "preferred" group are four projects with a total estimated con struction cost of $58,500 and an increase in annual operating cost of $3,876 Funds for these jobs are available and construction can begin immediately afte restrictions on materials are removed.

The increase in annual operating cost which will result from the constructio of the proposed postwar projects, if financed by city funds, will be approximatel $211,000 less than if ordered installed by the private utility.

TABLE I
EXPENDITURES FOR LIGHT, HEAT AND POWER FOR MUNICIPAL PURPOSES—1943-1944

GAS AND ELECTRIC SUPPLY			
Electricity for Light and Power	$1,010,451.69		
Electricity for Resale to Supplement Hetch Hetchy Output	610,249.51		
Gas for Heat and Power	115,543.87		
Steam for Heat	1,612.69	$1,737,857.76	
Less Credits and Adjustments		2,541.18	
Total			$1,735,316.58
STREET LIGHTING OPERATION			
Gross Contract Cost		$784,812.84	
Less: Market Street Railway Portion	$12,576.00		
Outages	4,187.03	16,763.03	
Net Operating Cost		$768,049.81	
Maintenance, Replacements and Repairs	$3,163.56		
Less Collections for Damages	2,238.88	$924.68	
Materials Purchased for Stock		685.64	
Pole Space Rental		227.26	
Dimout and War Emergency		1,497.58	
Total			771,384.97
ENGINEERING, SUPERVISION & OFFICE EXPENSE			33,810.71
Total Expenditures for Light, Heat and Power			$2,540,512.26

TABLE II

REVIEW OF STREET LIGHTING COST
1931-1944

Fiscal Year	No. Lights at Close of Year	Expenditure	Per Cent of Taxes	Avg. Cost per Lamp per Year
1931-32	19,500	$855,289.34	...	$45.60
1932-33	17,369	762,938.84	3.10	43.93
1933-34	18,115	696,126.56	2.48	38.43
1934-35	20,383	698,701.94	2.32	34.28
1935-36	20,060	677,128.37	2.24	33.76
1936-37	20,576	674,869.86	2.15	32.79
1937-38	21,378	711,737.60	2.21	33.29
1938-39	22,028	728,786.00	2.18	33.08
1939-40	23,376	727,167.60	2.18	31.10
1940-41	24,504	780,130.33	2.29	31.82
1941-42	24,604	801,189.98	2.03	32.56
1942-43	23,873	761,471.28	2.05	31.89
1943-44	24,153	771,384.97	1.99	31.93

TABLE III

NEW CITY-OWNED STREET LIGHTING CONSTRUCTION
Completed During 1943-44

Location	No. Lights	Financed by	Value
Installed by Private Contract:			
Intersection—19th Ave. & Crespi Drive....	2	Metropolitan Life Insurance Co.....	$431
Installed by City Contract:			
Intersection—Second and Bryant Streets...	1	Bureau of Light, Heat and Power...	240
Installed by State Contract:			
Third St.—Alameda St. to Mariposa St.....	Conduit only	State Gas Tax and Federal Funds...	1,436
Third St.—23rd St. to Custer Avenue.....	Conduit only	State Gas Tax and Federal Funds...	3,636
Total	3		$5,743

TABLE IV

INVESTMENT IN CITY-OWNED STREET LIGHTING BY YEARS

	City Funds		Federal Funds		Property	
	D. P. W.	P. U. C.	W. P. A.	P. W. A.	Owners	Total
Prior to July 1, 1932	$223,185	.....	.....	.....	$22,370	$245,555
Fiscal Year 1932-33	37,288	.....	.....	.....	.....	37,288
1933-34	71,005	.....	.....	.....	.....	71,005
1934-35	18,618	93,550	.....	.....	6,652	118,820
1935-36	9,540	15,110	$11,745	$3,847	7,649	47,891
1936-37	22,863	172,079	67,463	17,411	33,049	312,865
1937-38	15,069	69,805	112,191	.....	14,444	211,509
1938-39	13,721	6,458	48,033	.....	25,353	93,565
1939-40	7,072	9,957	75,380	.....	14,339	106,748
1940-41	10,910	5,380	45,376	.....	40,827	102,493
1941-42	2,445	1,980	13,720	.....	32,800	50,945
1942-43	8,345	3,969	.....	.....	3,718	16,032
1943-44	4,902	470	.....	.....	371	5,743
Total, June 30, 1944	$444,963	$378,758	$373,908	$21,258	$201,572	$1,420,459

TABLE V

STATEMENT OF CLAIMS BILLED AND COLLECTIONS MADE FOR DAMAGE TO CITY-OWNED STREET LIGHTING EQUIPMENT

July 1, 1943 to June 30, 1944

Accounts Receivable:	Bureau of Light, Heat and Power	Bureau of Delinquent Revenue	Total
July 1, 1943	$690.00	$5,223.95	$5,913.95
Claims billed during year	2,806.15	.....	2,806.15
Transfers	—1,120.09	1,120.09	.....
Totals	$2,376.06	$6,344.04	$8,720.10
Credits:			
Collections during year	$1,293.24	$945.64	$2,238.88
Accounts abandoned—uncollectible	.....	779.48	779.48
Totals	$1,293.24	$1,725.12	$3,018.36
Accounts Receivable, June 30, 1944	$1,082.82	$4,618.92	$5,701.74

LOCATION	VAN NESS AVENUE - Market Street to North Point Strset; McALLISTER STREET, Polk Street to Franklin Street;	RECORD NO.
	GROVE STREET, Market Street to Larkin Street and Polk Street to Franklin Street	101

INSTALLED BY:	Electric Power Bureau and Works Progress Administretion	DATE CONTRACT AWARDED:	Nov. 23, 1936	SPECIFICATION NO.	----
CONTRACTOR:	H. C. Reid Co. and W. P. A.	DATE WORK STARTED:	Oct. 25, 1936	CONTRACT NO.	19
PROMPTED BY:	Widening of roadway	DATE WORK COMPLETED:	June 18, 1937	DRAWING NO.	3100 and 3101
TOTAL LINEAL LENGTH OF STREET	13,100 FEET	DATE OF ACCEPTANCE:	June 22, 1937	DEED NO.	----
		DATE DEEDED TO CITY:		SERVICE ORDER NO.	865
		DATE IN SERVICE:	March 11 to June 18, 1937	ORDER FOR WORK NO.	

PHYSICAL DATA			COST DATA					
ITEM	QUANTITY	DESCRIPTION	EPB Contract #19	EPB	WPA *	Masonic Temple Association	UNIT COST	TOTAL COST
Conduit (a)	17,320'	1½" black (sidewalk area)			6,928.00		0.40	6,928.00
" (a)	3,200'	1½" black (street area)			2,880.00		0.90	2,880.00
"	2,480'	1½" black (sidewalk & street area)	1,885.71				0.76	1,885.71
Foundations	19		196.33				10.33	196.33
"	15				255.00		17.00	255.00
Pullboxes	255	Concrete			3,825.00		15.00	3,825.00
"	1	Metal		20.09	6.00			26.09
Brackets (b)	257	Van Ness Avenue type	6,138.66				23.89	6,138.66
Standards	32	Marbelite, SN-317, 16½' concrete	2,876.28				89.88	2,876.28
"	2	" S-455, 20' "				)		
Luminaires	2	G.E. Form 12, auto-transformer				) 125.00 (b)		125.00
"	257	G.E. Form 81, multiple socket	9,084.15				35.34	9,084.15
"	32	G.E. Form 33, auto-transformer	1,004.00				31.37	1,004.00
Transformers	257	G.E. Type IL, Form B-15	6,599.70		100.00		26.07	6,699.70
Cable	31,200'	No. 8, 5000-volt, R&LC	3,974.55				0.127	3,974.55
"	9,250'	No. 8, 600-volt, duplex, R&LC	1,058.39				0.114	1,058.39
Miscellaneous			1,513.17	120.91	1,300.00			2,934.08
Service & Tests			81.06					81.06
Overhead, Supervision and Profit			2,208.00		700.00			2,908.00
CHANGES TO INITIAL INSTALLATION		CONTRACT PRICE	36,620.00					
		ENG. & INSPECTION		2,165.00				2,165.00
		EXTRA WORK (c)	250.00					250.00
		TOTAL COST	36,870.00	2,306.00	15,994.00	125.00	GRAND TOTAL	55,295.00

REMARKS: (a) WPA installed conduit with the roadway widening.
(b) 259 brackets were specified originally. Two concrete electroliers were substituted for 2 trolley poles and brackets in front of Masonic Temple, and difference in cost ($125.00) was paid by Masonic Temple Association.
(c) Extra Work: Chipping plester on trolley poles under bracket plates, and additional cost of paint on brackets and luminaires.
Existing Municipal RR duct on W/S Van Ness Avenue was used for street lighting cable.
Brackets were installed on existing trolley poles.

COST PER LIGHTING UNIT:	190.02
COST PER LINEAL FT. OF ST.:	4.22
COST PER FRONT FOOT:	2.65
*INDICATES ESTIMATED COST	
COST DATA COMPILED BY:	J. Painter
RECORDED BY:	B. W. Grethel
DATE:	December 28, 1942
DRAWINGS CORRECTED:	August 11, 1937
ENTERED ON MAPS:	August 18, 1937

INVENTORY RECORD — CITY-OWNED STREET LIGHTING INSTALLATION
PUBLIC UTILITIES COMMISSION — BUREAU OF LIGHT, HEAT AND POWER

TABLE VI
DEPARTMENTAL GAS AND ELECTRICITY CONSUMPTION AND EXPENDITURES

CONSUMPTION					EXPENDITURES					
Electricity		Gas								
No. Accts.	KWH	No. Accts.	C/Cu. Ft.	Department	Electric	Gas	Total	Credits & Adjustments	Inter-Dept. Transfers	Totals
3	3,178,650	2	33,108	Airport	$30,667.51	$1,058.51	$31,726.02	.....	.....	$31,726.02
7	463,850	1	222	Auditorium	7,604.98	16.66	7,621.64	$86.40	—$1,798.55	5,736.69
8	91,956	2	3,952	Juvenile Home	2,421.70	168.31	2,590.01	.....	.....	2,590.01
4	97,520	...	.....	deYoung Museum	2,177.64	.....	2,177.64	.....	.....	2,177.64
7	82,055	2	9,176	Electricity	1,719.30	363.62	2,082.92	159.80	.....	1,923.12
64	3,675,778	98	349,796	Fire	45,436.94	13,881.29	59,318.23	+14.12	.....	59,332.35
5	11,426	1	604	Fire (Civilian Defense)	291.59	33.15	324.74	+17.38	.....	342.12
17	577,528	19	3,085,354	Health	12,025.78	44,659.84	56,685.62	6.35	—301.80	56,377.47
1	316,800	5	214,010	Hassler Health Home	4,697.91	4,739.99	9,437.90	.....	.....	9,437.90
5	114,782	...	.....	Legion of Honor	2,433.53	.....	2,433.53	4.48	.....	2,429.05
25	466,640	23	42,941	Library	9,225.82	1,820.57	11,046.39	.....	.....	11,046.39
13	51,789,294	3	18,022	Municipal Railway	581,361.37	678.90	582,040.27	.....	.....	582,040.27
76	2,291,812	24	127,830	Park	31,139.61	3,472.21	34,611.82	64.27	+2,824.64	37,372.19
59	379,926	13	43,698	Police	12,419.65	1,761.62	14,181.27	28.26	+628.25	14,781.26
31	1,459,543	6	29,801	Public Works	20,871.72	1,110.42	21,982.14	.....	.....	21,982.14
9	137,522	3	11,680	Purchasing	3,015.31	465.79	3,481.10	.....	.....	3,481.10
7	2,071,758	...	.....	Public Buildings	27,649.05	.....	27,649.05	318.00	+1,798.55	29,129.60
67	242,863	36	32,354	Recreation	6,328.69	1,514.60	7,843.29	35.74	.....	7,807.55
8	7,275	3	72	Registrar	200.12	16.02	216.14	.....	.....	216.14
247	4,129,513	144	281,440	Schools	85,897.33	11,146.48	97,043.81	673.10	.....	96,370.71
2	549,280	3	220,582	Sheriff	10,044.57	5,148.78	15,193.35	744.69	—3,151.09	11,297.57
2	1,025,200	3	173,300	War Memorial	15,363.50	3,620.77	18,984.27	.....	—5,594.43	13,029.84
				War Memorial Art Museum	.....	.....	.....	.....	+5,954.43	5,954.43
60	9,713,666	12	1,217,650	Water	91,070.39	18,262.06	109,332.45	314.95	.....	109,017.50
2	88,386	...	.....	Welfare	1,884.83	1,612.69	3,497.52	.....	.....	3,497.52
3	1,829	...	.....	Hetch Hetchy Water Supply	332.75	.....	332.75	128.08	.....	204.67
2	2,206	...	.....	Hetch Hetchy Power Oper	113.07	.....	113.07	.....	.....	113.07
42	153,605	37	34,337	Civilian Defense	4,057.03	1,604.28	5,661.31	8.56	.....	5,652.75
776	83,120,663	440	5,929,929		$1,010,451.69	$117,156.56	$1,127,608.25	$2,541.18	0	$1,125,067.07

TABLE VII

PURCHASE OF ELECTRICITY BY SCHEDULES

Schedule	No. Accounts	KWH	Cost	Cost per KWH Cents
Lighting and Miscellaneous Use				
0275	346	1,218,592	$33,514.61	2.750
1	107	2,280,760	56,548.54	2.479
5	2	42,328	1,333.11	3.149
6	12	68,777	2,497.91	3.631
21	1	148	10.72	7.243
31	1	.....	37.51	....
34	4	119,370	1,536.06	1.287
35	2	9,288	250.58	2.698
1	32	9,957,020	138,193.30	1.387
6	5	3,932,008	41,112.11	1.045
1	6	48,048	682.50	1.420
5	2	4,456	117.91	2.646
6	6	36,534	659.00	1.803
A-6	2	35,584	592.58	1.665
21	1	646	27.39	4.240
Total	529	17,753,559	$277,113.83	1.561
For Power				
.02	201	1,564,069	$31,165.20	1.999
1	9	114,175	2,045.43	1.791
2	1	41	26.59	64.854
3 and 13	8	1,539,420	19,546.31	1.269
7	2	189,720	5,013.00	2.642
8	1	200	11.50	5.750
9	1	51,421,858	574,938.02	1.118
15	16	10,266,119	91,598.67	.8922
17	1	185,530	3,491.93	1.8821
1	5	85,972	1,282.39	1.491
Total	245	65,367,104	$729,119.04	1.115
pecial	2	.....	2,935.77	....
Total	776	83,120,663	$1,009,168.64	1.214

TABLE VIII

PURCHASE OF GAS BY SCHEDULES

For General Use

Schedule	No. Accounts	Cubic Feet	Cost	Cents per 100 Cu. Ft.
G-1	406	87,231,900	$35,748.52	4.098
G-5	2	647,600	282.85	4.367
G-6	11	3,268,100	1,400.97	4.286
	419	91,147,600	$37,432.34	4.107

For General Heating

GH-1	13	35,472,500	$9,231.15	2.602
GH-2	3	24,443,800	5,612.71	2.296
	16	59,916,300	$14,843.86	2.477

For Special Heat and Power

GS-1	4	422,449,000	$58,554.23	1.386
GS-2	1	19,480,000	3,455.31	1.774
	5	441,929,000	$62,009.54	1.403
Gas Total	440	592,992,900	$114,285.74	1.927
Steam S-1	1	2,162,000 lbs.	$1,612.69	7.459 cw
Grand Total	441	.....	$115,898.43	....

TABLE IX

INVENTORY OF CITY-OWNED STREET LIGHTING PLANT AND ANALYSIS OF RESERVE FOR DEPRECIATION

June 30, 1943

Item No.	Description of Property	Cost at June 30, 1943	Accrued Depreciation	Amount of Depreciation 1943-1944
2	Stockton Street Tunnel	$7,289	$4,005	$367.79
4	Point Lobos Avenue—48th Avenue to Great Highway	2,381	2,000	95.24
5	Balboa Terrace	4,065	2,419	164.72
7	Pedestrian Underpass—Alemany Blvd. at Santa Rosa Ave.	1,070	599	42.80
8	Pedestrian Underpass—Bay Shore Blvd. at Burrows Street	510	286	20.40
9	Pedestrian Underpass—Bay Shore Blvd. at Third Street	675	378	27.00
0	Pedestrian Underpass—Bay Shore Blvd. at Arleta Avenue	1,150	644	46.00
1	Pedestrian Underpass—Great Highway at Beach Chalet	738	517	36.90
2	Pedestrian Underpass—Great Highway at Judah Street	848	594	42.40
3	Pedestrian Underpass—Great Highway at Taraval Street	848	594	42.40
4	Equestrian Underpass—Great Highway at Wawona Street	848	594	42.40
5	7th Ave. and Laguna Honda Blvd.—Lawton St. to Plaza St.	8,763	5,926	472.78
6	Bosworth Street Underpass—At Bernal Avenue	1,093	568	43.72
7	(Included under Item 2)	.....	.....	.....
8	Highland Avenue Bridge—Over Bernal Avenue	2,090	1,087	83.60
9	Richland Avenue Bridge—Over Bernal Avenue	1,961	1,020	78.44
0	Hyde Street—Market Street to California Street	18,370	11,941	918.50
2	Corbett Avenue—Clayton Street to 24th Street	1,950	936	78.00
3	Montgomery Street—Union St. to Greenwich St. Alta Street—Montgomery St. easterly	2,350	1,128	94.00
4	(Included under Item 15)	.....	.....	.....
5	Junipero Serra Blvd.—Sloat Blvd. to County Line, 19th Avenue Ext.—Sloat Blvd. to Junipero Serra Blvd., Sloat Blvd.—19th Ave. to Junipero Serra Blvd	47,164	28,222	2,367.78
6	Portola Drive—24th St. to Evelyn Way	12,139	7,092	630.81
7	Great Highway (lower road)—Lincoln Way to Ulloa Street	11,532	8,140	678.35
8	Bernal Avenue—Dolores St. to Joost Avenue	14,635	8,781	731.75
9	Bay Shore Blvd.—Army St. to County Line	75,982	53,323	4,531.72
0	Underpass—Alemany Blvd. and Cayuga Ave. at Mission St.	1,850	888	74.00
1	Hyde St.—Chestnut St. to Bay St.	425	187	17.00
2	South Van Ness Ave.—Market St. to Howard St.	8,399	4,586	416.95
3	(Included under Item 49)	.....	.....	.....
4	The Great Highway—Pt. Lobos Ave. to Lincoln Way	14,835	9,945	978.15
5	Sloat Blvd. Viaduct—Over Sunset Blvd.	2,990	1,316	119.60
6	Sloat Blvd.—19th Ave. to the Great Highway	19,419	12,565	1,142.30
7	Lincoln Way Viaduct—Over Sunset Blvd	3,450	1,518	138.00
8	Market St.—Mono St. to 24th St.	12,264	6,196	758.44
0	(Included under Item 29)	.....	.....	.....
1	Pedestrian Underpass—Alemany Blvd. at Onondaga Ave.	1,050	420	42.00
2	(Included under Item 49)	.....	.....	.....
3	Sunset Blvd.—South Drive to Skyline Blvd.	30,854	16,334	1,814.94
4	Golden Gate Park—Panhandle, Main Dr. and Museum Rd.	1,060	382	42.40
5	Merced Manor	13,302	4,789	532.08
6	Chestnut St. at Kearny St.	447	143	17.88
7	Potrero Ave.—Division St. to Army St.	32,676	13,070	1,633.80
8	Tenth St.—Market St. to Division St.; Fell St.—Van Ness Ave. to Polk St.; Harrison St. and Bryant St.—5th St. to 10th St.	54,260	24,087	3,017.28
9	Alemany Blvd.	67,220	33,012	3,790.84
1	Holladay Avenue Stairway	1,038	332	41.52
2	Embarcadero—Market St. to Howard St.	3,600	1,440	180.00
3	(Included under Item 69)	.....	.....	.....
4	Houston St.—Columbus Ave. to Jones St.	530	170	21.20
5	Sherwood Forest	3,382	657	123.85
6	Blanche St.—23rd St. to Elizabeth St.	249	70	9.96
7	(Included under Item 80)	.....	.....	.....
8	(Included under Item 88)	.....	.....	.....
9	Civic Center	8,549	2,992	427.45
0	Pinelake Park	6,285	1,760	251.40
1	Oak St.—Franklin St. to Stanyan St.	8,080	2,262	323.20
2	(Included under Item 49)	.....	.....	.....
3	Francisco Heights	15,356	4,202	619.64
4	Bush St.—Fillmore St. to Presidio Ave.	4,315	1,208	172.60
5	Army St.	8,135	2,744	539.09
7	South Van Ness Ave.—25th St. to 26th St.	568	159	22.72
8	(Included under Item 80)	.....	.....	.....
9	Fifth St.	18,867	7,805	1,106.25
0	Eighth St.—Market St. to Townsend St.	12,434	4,352	621.70
1	(Included under Item 63)	.....	.....	.....

TABLE IX—Continued

Item No.	Description of Property	Cost at June 30, 1943	Accrued Depreciation	Amount Depreciati 1943-194
72	Stanyan St.—Turk St. to McAllister St.	770	216	30
73	Brannan St.—Embarcadero to Division St.	10,757	3,012	430
74	Shakespeare St.—Rhine St. to Delong St.	781	219	31
75	Castro St.—17th St. to 19th St.	1,610	451	64
76	(Included under Item 26)	.....	.....	....
77	First St.—Market St. to Harrison St.	602	169	24
78	Harrison St. Viaduct	1,530	428	61
79	Fremont St.—Market St. to Harrison St.	444	107	17
80	Monterey Heights and Westwood Highlands	16,373	9,440	693
81	Gough St.—Market St. to McAllister St.	4,170	1,001	166
82	(Included under Item 25)	.....	.....	....
83	Lyon St.—Lombard St. to Richardson Ave.	705	169	28
84	16th Ave.—Ortega St. to Pacheco St.	947	227	37
85	Sixth St.—Market St. to Townsend St.	13,439	4,743	790
86	Bryant St.—2nd St. to 5th St.	8,971	2,691	448
87	(Included under Item 63)	.....	.....	....
88	Lakeside Subdivision	31,552	4,848	1,213
89	Harrison St.—Embarcadero to 5th St.; Essex St.—Folsom St. to Harrison St.; First St. and Fremont St.—Howard St. to Harrison St.	19,686	5,792	992
90	Beale St.—Market St. to Embarcadero; Spear St.—Howard St. to Embarcadero: Steuart St.—Mission St. to Embarcadero	14,619	4,386	730
91	Folsom St.—Embarcadero to 10th St.	26,845	8,054	1,342
92	Intersections—Sloat-Skyline Connection	2,102	504	84
93	Otis St., McCoppin St., Duboce Ave., and Guerrero St.	7,217	1,732	288
94	Market St.—Gough St. to Castro St.	24,202	7,261	1,210
95	Wawona St.—19th Ave. to 28th Ave.	2,350	564	94
96	Underpass—Sloat-Skyline Connection	996	299	49
97	Harrison St.—10th St. to 14th St.	1,975	474	79
98	Taylor St.—Market St. to Post St.	22,410	6,723	1,120
99	San Jose Ave.—Sickles Ave. to County Line	3,952	1,186	197
100	25th Ave.—Fulton St. to El Camino del Mar	18,273	4,386	730
101	Van Ness Ave.—Market St. to North Point St.; McAllister St.—Polk St. to Franklin St.; Grove St.—Market St. to Larkin St. and Polk St. to Franklin St.	55,295	16,589	2,764
102	(Included under Item 88)	.....	.....	....
104	Richardson Ave.—Lombard St. to Lyon St.	7,336	2,751	458
105	Bay St.—Van Ness Ave. to Fillmore St.	14,644	3,515	585
106	Lombard St.—Richardson Ave. to Lyon St.	3,426	822	137
107	(Included under Item 48)	.....	.....	....
108	University Terrace	7,098	1,704	283
109	Grove St.—Franklin St. to Gough St.	2,337	561	93
110	Ulloa St.—Laguna Honda Blvd. to Woodside Ave.; Sydney Way—Portola Drive to Ulloa St.	1,957	412	77
111	Montclair Terrace	832	200	33
112	Intersection—Marina Blvd. to Lyon St.	240	58	9
113	Gough St.—McAllister St. to California St.	19,098	4,584	763
114	17th St.—Market St. to Treat Ave.	10,055	2,413	402
115	Valencia St.—Market St. to Mission St.	16,011	3,843	640
116	Oregon St.—Embarcadero to Drumm St.	804	193	32
117	North Point St.—Laguna St. to Buchanan St.	1,364	327	54
118	Moraga St.—16th Ave. to 17th Ave.	339	81	13
119	Golden Gate Ave.—Van Ness Ave. to Masonic Ave.	35,574	8,538	1,422
120	Bay St.—Van Ness Ave. to Embarcadero.	9,761	1,979	389
121	August Alley—Green St. to Union St.	100	24	4
122	Clarence Place—Townsend St. northerly	480	96	19
123	Castro St. Ext.—Duboce Ave. to Waller St.	4,243	1,061	212
124	Second St.—Brannan St. to Townsend St.	684	137	27
125	Normandie Terrace—Broadway to Vallejo St.	1,056	211	42
126	29th Ave.—Pacheco St. to Quintara St.	865	173	34
127	Third St.—Burke Ave. to Bay Shore Blvd.	16,657	3,331	666
128	Taraval St.—Montalvo Ave. to 12th Ave.	4,178	835	167
129	Fell St.—Van Ness Ave. to Baker St.	30,970	7,743	1,548
130	Harriet St.	904	133	36
131	Underpass—Crossover Dr. and Main Dr.	867	173	34
132	(Included under Item 159)	.....	.....	....
133	McLaren Park Terrace	5,619	739	221
134	Lurmont Terrace	386	77	15
135	Golden Gate Park Crossover Dr. and Bypass Dr.	13,178	3,629	795
136	(Included under Item 2)	.....	.....	....
137	Geneva Terraces	9,900	1,439	384
138	Broadway—Davis St. to Mason St.	8,650	1,730	346
139	St. Mary's Park	1,400	768	45
141	Geneva Ave.—Prague St. to County Line	5,616	1,123	224

TABLE IX—Continued

Item No.	Description of Property	Cost at June 30, 1943	Accrued Depreciation	Amount of Depreciation 1943-1944
142	15th Ave.—Quintara St. to Rivera St.	1,480	296	59.20
143	Intersection—Powell and Eddy St.	2,000	1,467	66.66
144	Wabash Terrace	2,299	460	91.96
145	Vallejo St.—Montgomery St. westerly	606	121	24.24
146	Third St.—Howard St. to Channel St.	4,810	962	192.40
147	Golden Gate Ave.—Market St. to Van Ness Ave.	3,360	672	134.40
148	Bret Harte Terrace	689	138	27.56
149	Miraloma Park	12,974	1,657	514.32
150	(Included under Item 34)	.....	.....	.....
151	Polk St.—Market St. to Grove St.	1,034	207	41.36
152	Franklin St.—Market St. to Bay St.	23,586	4,717	943.44
153	Cresta Vista Dr.—Casitas Ave. to Globe Alley	1,568	314	62.72
154	(Included under Item 120)	.....	.....	.....
155	(Included under Item 120)	.....	.....	.....
156	Lake Merced Boulevard	814	163	32.56
157	Golden Gate Heights	632	94	24.49
158	37th, 38th and 39th Aves.—Kirkham St. to Lawton St.	175	35	7.00
159	19th Ave.—Lincoln Way to Sloat Blvd.	5,183	949	211.71
160	Natick St. and St. Mary's Stairway at Bernal Ave.	1,715	274	68.60
161	(Included under Item 137)	.....	.....	.....
162	Fulton St.—Franklin St. to Masonic Ave.	12,060	1,929	482.40
163	24th Ave.—Noriega St. to Ortega St.	1,458	233	58.32
164	(Included under Item 80)	.....	.....	.....
165	(Included under Item 88)	.....	.....	.....
166	(Included under Item 162)	.....	.....	.....
167	(Included under Item 5)	.....	.....	.....
168	Ewing Terrace	3,186	510	127.44
169	(Included under Item 149)	.....	.....	.....
170	Third St.—Mission St. to Howard St.	2,035	407	101.75
171	Linda St.—18th St. to 19th St.	1,002	160	40.08
173	Park-Presidio Blvd.—Fulton St. to Lake St.	1,005	161	40.20
174	(Included under Item 80)	.....	.....	.....
175	Divisadero St.—Waller St. to Clay St.	18,647	2,984	745.88
176	(Included under Item 65)	.....	.....	.....
177	(Included under Item 133)	.....	.....	.....
178	Townsend St.—Embarcadero to 4th St.	10,168	2,034	508.40
179	(Included under Item 49)	.....	.....	.....
180	(Included under Item 149)	.....	.....	.....
181	Bernal Heights Blvd.	150	24	6.00
182	(Included under Item 149)	.....	.....	.....
183	(Included under Item 80)	.....	.....	.....
184	Columbus Ave.—Montgomery St. to Bay St.	12,700	2,032	508.00
185	(Included under Item 135)	.....	.....	.....
186	Capp St.—15th St. to 26th St.	12,600	1,512	504.00
187	Sherman St.—Folsom St. to Harrison St.	360	43	14.40
188	11th St.—Market St. to Division St.	8,300	996	332.00
189	(Included under Item 55)	.....	.....	.....
190	(Included under Item 55)	.....	.....	.....
191	(Included under Item 159)	.....	.....	.....
192	Eureka St.—17th St. to 23rd St.	6,350	762	254.00
193	35th Ave.—Sloat Blvd. to Yorba St.	756	91	30.24
194	(Included under Item 207)	.....	.....	.....
195	Paramount Terrace	695	83	27.80
196	(Included under Item 130)	.....	.....	.....
197	Intersections	2,002	334	111.22
198	Union St. and Calhoun St.	1,452	174	58.08
199	(Included under Item 137)	.....	.....	.....
200	Otsego Ave.—Oneida St. to Seneca St.	395	47	15.80
202	King St.—2nd St. to 3rd St.	790	95	31.60
203	Fourth St.—Market St. to Townsend St.	7,800	836	316.55
204	(Included under Item 26)	.....	.....	.....
205	Aquatic Park	15,930	3,186	796.50
206	Lakeshore Park	15,858	1,456	626.18
207	Post St.—Van Ness Ave. to Presidio Ave.	13,360	1,603	534.40
208	Polk St.—McAllister St. to Post St.	6,310	758	252.40
209	(Included under Item 88)	.....	.....	.....
210	(Included under Item 207)	.....	.....	.....
211	Mission St.—Steuart St. to Spear St.; Spear St.—Mission St. to Howard St.	1,070	128	42.80
212	Juniper St.—Harrison St. to Bryant St.	490	59	19.60
213	Ninth St. Market St. to Division St.	6,830	820	273.20
214	(Included under Item 208)	.....	.....	.....
215	First St.—Harrison St. southerly	1,070	128	42.80
216	Potrero Hill Terrace	13,220	1,058	528.80

TABLE IX—Continued

Item No.	Description of Property	Cost at June 30, 1943	Accrued Depreciation	Amount of Depreciation 1943-1944
217	(Included under Item 149)	.....	.....	.....
218	Aztec St.—Coso Ave. and Bonview St.	2,566	205	102.64
219	Bryant St.—10th St. to 11th St.	520	22	10.80
220	(Included under Item 149)	.....	.....	.....
221	(Included under Item 88)	.....	.....	.....
222	(Included under Item 203)	.....	.....	.....
223	(Included under Item 216)	.....	.....	.....
224	Post St.—Taylor St. to Van Ness Ave.	3,450	276	138.00
225	(Included under Item 133)	.....	.....	.....
226	Maiden Lane—Grant Ave. to Stockton St.	374	30	14.96
227	Howard St.—9th St. to 13th St.; South Van Ness Ave.—13th St. to 14th St.	5,580	446	223.20
228	(Included under Item 137)	.....	.....	.....
229	(Included under Item 157)	.....	.....	.....
230	(Included under Item 38)	.....	.....	.....
231	Sunnydale Housing Project	19,890	1,591	795.60
232	Golden Gate Park, South Dr.—Kezar Dr. to Crossover Dr.	650	52	26.00
233	(Included under Item 139)	.....	.....	.....
234	(Included under Item 110)	.....	.....	.....
235	(Included under Item 231)	.....	.....	.....
236	(Included under Item 231)	.....	.....	.....
237	(Included under Item 206)	.....	.....	.....
238	Third St.—Mariposa St. to 23rd St.	730	58	29.20
239	(Included under Item 231)	.....	.....	.....
240	Holloway Ave.—19th Ave. to 1500 ft. westerly	3,210	128	128.40
241	Raycliffe Court	1,230	49	49.20
242	Sansome St.—Sutter St. to Sacramento St.	1,400	896	56.00
243	O'Shaughnessy Blvd.—Portola Dr. to Congo St.	10,750	430	430.00
244	Union Square	2,988	120	119.52
245	Intersections—Bypass Dr. and 19th Ave.	5,880	235	235.20
246	Intersections—Bay Shore Blvd. and Leland Ave.	970	39	38.80
247	Golden Gate Park, South Dr.—9th Ave. to Aquarium Road	879	88	87.90
248	(Included under Item 133)	.....	.....	.....
249	(Included under Item 89)	.....	.....	.....
250	Lombard St.—Van Ness Ave. to Richardson Ave.	4,115	.....	164.60
	Grand Total	$1,409,638	$484,425	$67,326.82

SUMMARY

Financed by:	Original Investment	Less Portions Removed	Remaining Original Cost
City Funds			
Department of Public Works	$440,061	$3,842	$436,219
Public Utilities Commission	378,288	681	377,607
Federal Funds			
Works Progress Administration*	373,908	180	373,728
Public Works Administration	21,258	.....	21,258
Property Owners	201,201	375	200,826
Total June 1943-44	$1,414,716	$5,078	$1,409,638

Accrued Depreciation to June 30, 1943	484,425
Depreciated Value as of June 30, 1943	$925,213
Reasonable Annual Depreciation Expense, Fiscal Year 1943-44	$67,326.82
Average rate of Depreciation	4.78%

*Includes City's sponsorship proportion.

SAN FRANCISCO AIRPORT DEPARTMENT

B. M. DOOLIN

Manager

B. M. DOOLIN
Manager, San Francisco Airport

Foreword:

Unquestionably the most important event affecting the planning and development of airport facilities for the City of San Francisco during the fiscal year of 1943-44 was the condemnation and immediate occupation of the Treasure Island airport site by the Navy for fleet base use under the authority granted the President by the War Powers Act. Though this action of the government deprived us of a site for a future downtown air mail and air passenger station long planned by the City, the Navy is now developing the island into a Naval base of the first magnitude which will employ a large number of permanent personnel and bring to San Francisco the major fleet base of the Pacific Coast with consequent great economic benefits. As compensation for this condemnation however, and as described later in this report, the Federal Government has agreed to and is now constructing improvements and betterments to the San Francisco Airport which, when completed, will represent an expenditure of $10,000,000.00 and which will become the property of the City for the use of peacetime air commerce shortly after the cessation of hostilities.

The operational activities of the military air forces remained static, but substantial increases were recorded in the operation of the heavier and larger types of military airplanes, particularly those operated under the jurisdiction of the Air Transport Command for domestic air evacuation purposes, air cargo transport, and in the maintenance of four-engined transports for Transpacific service.

Scheduled air carriers, although deprived of their normal or needed number of airliners, produced new records in passenger, mail and express service through the efficient utilization of the limited number of airplanes available.

The number of persons based at San Francisco Airport employed by lessees for aeronautical activities increased steadily, and at the close of the fiscal year 2,000 persons were on the payrolls of lessees, an increase of 43 per cent in one year. This increase does not include any military or construction personnel.

In addition to United Air Lines, Inc., and Transcontinental and Western Air, Inc., two of the largest air transportation companies in the world, San Francisco is now served by another domestic air carrier—Western Air Lines, Inc., who

TWA
The TRANSCONTINENTAL Line
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inaugurated inter-city service between San Francisco and Los Angeles on May 1, 1944. Because of increased demands for domestic air carrier operations, the daily number of scheduled arrivals and departures increased from 40 during the month of July, 1943, to 55 during June, 1944.

Because of the tremendous increase in air carrier activity, expansion of facilities has been mandatory, and many improvements have been made in the airport passenger terminal building and at the Western Division Headquarters of United Air Lines, Inc. Construction on the $4,000,000 Naval Air Transport Base, which is to revert to the City within two years after the termination of the war and which improvement was acquired through the Treasure Island settlement, is 90 per cent completed. Upon completion of this huge base, Pan American Airways will move their main transpacific operations base from Treasure Island to this new site.

Matson Navigation Company has indicated their intention of leasing acreage at the San Francisco airport for the construction of air carrier base facilities pending a favorable decision by the Civil Aeronautics Board on their application for authorization to conduct transpacific air carrier operations.

Statistical information released through the Civil Aeronautics Board indicated that inter-city air passenger traffic between San Francisco and Los Angeles ranked among the highest in the nation. Local airport statistics reveal that revenue passenger traffic made a substantial increase of 14 per cent and that the up-surge in airmail poundage recorded for the past several years continued with an increase of 115 per cent. Air express was 5 per cent over the previous fiscal year. Greater increases were not realized due to the continued shortage of scheduled air carrier equipment.

Local civilian flying continues curtailed because of the war, but scheduled air carrier operations and the operation of military and naval aircraft have substantially replaced this former activity. Specific information regarding the type and amount of military and naval aircraft operations cannot be divulged at this time, although a predominant proportion of all aircraft movements have been military during the fiscal year 1943-1944.

San Francisco Airport, owned and developed by citizens of San Francisco, has proved a good investment of tremendous value to the war effort, and we may well look forward to the postwar era when the facilities will be taxed to capacity by scheduled air carrier and other aircraft activities.

War aviation activities have produced tremendous impetus to air transportation and have greatly accelerated the requirements for airport development with the result that extensive plans are now being formulated to the extent that the San Francisco Airport will ultimately be capable of accommodating some 7,500,000 scheduled air passengers and tremendous tonnages of airmail and air express annually.

NC
33647
U.S. MAIL
AIR EXPRESS
WEST
Western
WESTERN AIR
NC33647

DOMESTIC SCHEDULED AIR CARRIER OPERATIONS

Average Daily Activities 1943 and 1944

Month	Airline Trips: Scheduled Arrivals and Departures	Airline Trips: Completed Arrivals and Departures	Revenue Passengers: In and Out	Revenue Passengers: On and Off	Air Mail Pounds Out Only	Air Express Pounds Out Only
July	39.7	39.7	676	488	11,979	1,154
August	39.0	39.0	657	285	12,909	1,062
September	40.3	40.1	678	514	14,019	1,267
October	41.2	41.2	677	495	15,347	1,039
November	42.1	41.7	645	455	15,789	1,041
December	44.9	42.4	621	467	16,604	1,251
January	44.4	47.0	652	483	18,386	1,162
February	48.0	45.4	677	495	18,603	1,172
March	46.7	46.0	711	544	21,503	1,069
April	46.3	46.0	734	508	22,024	1,181
May	51.9	51.3	879	673	24,865	1,175
June	55.0	54.9	898	745	25,186	1,203
Fiscal Year	45.0	44.6	711	519	18,100	1,124

Treasure Island:

The loss of Treasure Island as a site for a future downtown air terminal through condemnation proceedings of the U. S. Navy dislocated the airport department's long-range plan for development of airport facilities to serve San Francisco and the San Francisco bay area. This plan envisaged the development of Treasure Island as a metropolitan air depot capable of accommodating an appreciable volume of air carrier and private airplane operations, particularly for air mail and air passenger service, but limited to aircraft of the approximate size, weight and performance characteristics of present air line aircraft and the aircraft that would supplement or supplant them in the postwar period in operations that would require a high frequency of schedules. The San Francisco Airport was to have been developed primarily as a main operating and maintenance base for airlines operations in this area to be used by heavier, long-range aircraft of both land and seaplane types, thus making possible a logical segregation of varying types of air operations and air traffic and materially reducing the concentration of air traffic and load on San Francisco Airport which is increasing daily under war conditions and will, of course, be tremendously increased by postwar civil aviation activities.

With the authority of the Public Utilities Commission, B. M. Doolin, the manager of the airport department, made several trips to Washington for the purpose of obtaining compensation for the loss of Treasure Island to the U. S. Navy in the shape of federal aid for the immediate expansion of San Francisco Airport, which, under the conditions described above, would now have to bear the full load of wartime and postwar air traffic to serve San Francisco and the peninsula. With the aid of the Public Utilities Commission, the Manager of Utilities, Mr. E. G. Cahill, and the city administration, Mr. Doolin was able to obtain a firm commitment for the expansion of base facilities at the San Francisco Airport comprising a joint agreement of the army and navy to expend a total of approximately $10,000,000 of federal funds on the field; the improvements agreed upon being the construction of a complete operating base for the Pan American World Airways by the navy on the seaplane harbor at San Francisco Airport which during wartime would be used as a naval auxiliary station and be turned over in fee simple,

including all buildings and structures, to the city at a future date not more than two years after the cessation of hostilities. In addition thereto, the army is to construct an addition to the landing field of the airport comprising a 3,000-foot extension of our prevailing wind landing strip thereby extending it from 6,000 to 9,000 feet in length and from 700 to 1,500 feet in width, the paving thereon of a runway 8,000 feet in length and capable of carrying the heaviest land craft now in service or projected, together with connecting taxiways and an airplane parking apron 40,000 square yards in area. These improvements, likewise, to be turned over to the city in fee simple at a future date not to exceed six months beyond the termination of hostilities.

These agreements were accepted by the City of San Francisco and ratified by Resolutions No. 5939 and 5940 of the Public Utilities Commission and Resolution No. 2701 of the Board of Supervisors and signed by Mayor Roger D. Lapham for the City of San Francisco and for the Navy by James Forrestal, Acting Secretary of the Navy and for the Army by R. Patterson, Under Secretary of War.

Although the loss of Treasure Island as a downtown air terminal required a complete revision of thinking in the planning of the airport department, it was realized that the agreements reached between the city and the federal government were fair and equitable and that the City of San Francisco has benefited thereby and will benefit to an even greater extent in the future through the development of Treasure Island as a major naval base in San Francisco Bay, and through the immediate vast expansion of San Francisco Airport as the major international airport on the west coast of the United States.

Increases in Domestic Scheduled Air Carrier Traffic Summarized:

A brief summary of the highlights of the year's transport traffic at San Francisco Airport is included at this point although a complete traffic tabulation and discussion of this subject is included elsewhere in this report. Airline passengers "in and out" totaled in excess of one-quarter of a million—to be exact, 259,521—representing an increase of 14 per cent over the previous fiscal year which had been the highest on record. Arrivals and departures of airline airplanes totaled 16,215, an increase of 15 per cent over the previous fiscal year. This increase in scheduled airline aircraft movements was substantial, but an even greater increase would have occurred if the air carriers could obtain additional airplanes.

The tremendous up-surge in the airmail poundage "out only" continued with a total of 6,606,522 pounds—an increase of 115 per cent which established a new, all-time high. Air express pounds "out only" totaled 420,079, representing an increase of 5 per cent over last year.

The Civil Aeronautics Administration disclosed in a statistical tabulation that some 3,428,635 revenue passengers were carried by all the domestic air carriers throughout the United States during the period corresponding to our fiscal year 1943-44. The increases in revenue passenger traffic at San Francisco Airport were consistent with the general trend indicated throughout the nation; and furthermore, it is interesting to note that 7.6 per cent of the total number of all domestic scheduled air carrier revenue passengers utilized the facilities of the San Francisco Airport.

DOMESTIC SCHEDULED AIR CARRIER OPERATIONS

Revenue Passenger Activities San Francisco Airport

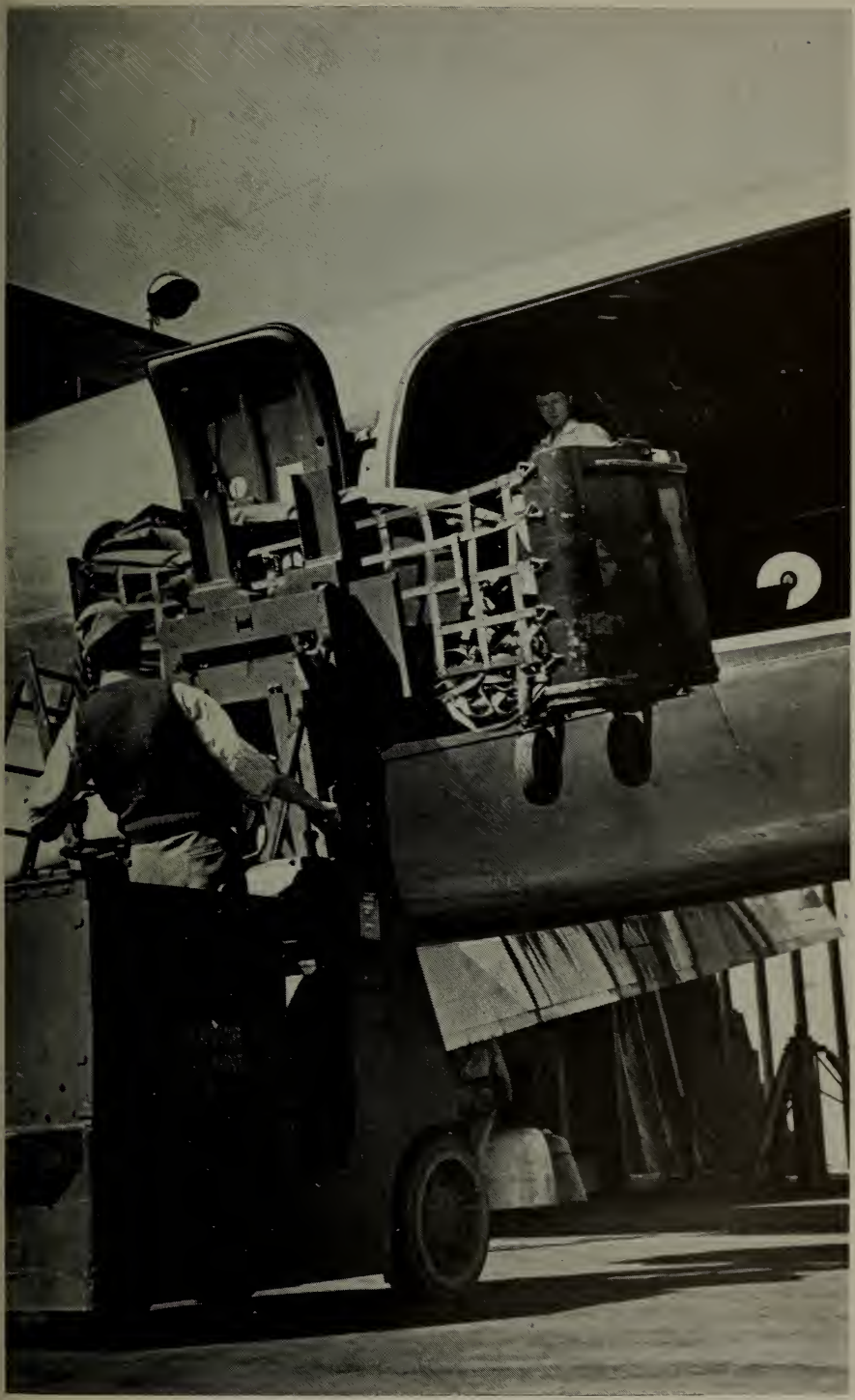
Month	Revenue Passengers In and Out		Percentage Increase Decrease	Revenue Passengers On and Off		Percentage Increase Decrease
	1942-1943	1943-1944		1942-1943	1943-1944	
July	18,503	20,964	−13%	14,529	15,130	+4%
August	20,640	20,375	−1%	15,591	14,847	−5%
September	19,721	20,359	+3%	15,936	15,435	−3%
October	20,460	21,004	+3%	15,364	15,358	+0%
November	17,787	19,352	+9%	13,668	14,141	+3%
December	16,768	19,296	+15%	12,851	14,506	+13%
January	15,662	20,220	+29%	14,998	12,167	−19%
February	17,138	19,624	+15%	12,784	14,356	+12%
March	19,306	22,057	+14%	14,166	15,288	+8%
April	19,657	22,030	+12%	14,173	15,258	+8%
May	20,802	27,279	+31%	14,958	20,851	+39%
June	20,623	26,961	+31%	14,787	22,373	+51%
Total	227,067	259,521	+14%	173,805	189,710	+9%

United Air Lines, Inc.:

On March 31, 1944, United Air Lines, Inc., completed its second year of operation at the San Francisco Airport under the terms and conditions incorporated in their twenty-year lease with the City and County of San Francisco. The history of the San Francisco Airport is inextricably bound up with that of United Air Lines, the pioneer air transportation company which has done so much to bring commercial aviation to its present high standards of safety and efficiency. With San Francisco Airport as its hub, United's Route No. 11 parallels the Pacific Coast from San Diego to Vancouver, B. C., and their Route No. 1 runs eastward over the famous Overland Route from San Francisco to New York, Washington, Philadelphia, Cleveland and other cities on the thickly populated Atlantic Seaboard. The activity at this Western Division Headquarters base has increased tremendously. United Air Lines employs a total of 1,700 men and women at its huge maintenance and repair base located on the northwestern portion of the San Francisco Airport. Here are the executive headquarters for not only the company's Western operations, but also for its Transpacific activities conducted for the U. S. Army Air Transport Command. The total annual payroll amounts to approximately $4,000,000.

SEELY V. HALL
Regional Vice President
United Air Lines

At the outbreak of hostilities, United Air Lines offered the Government many of its facilities for the training of skilled technicians and



SOUTH PACIFIC BOUND

Douglas C-54 transport plane operated by United Air Lines for ATC taking aboard pre-loaded cargo cart.

UNITED AIR LINES CARGOLINER
Interior view of one of three running daily from San Francisco to New York.

pilots and also turned nearly one-half of its Douglas DC-3 planes in to the Army for military service. Before Pearl Harbor, United Air Lines had a fleet of 67 Mainliners flying an average of 81,000 miles daily. During May, 1944, with only 39 planes, the company flew approximately 81,000 miles each day while continuing to establish the best safety record of its existence. Greatly intensified maintenance along with schedule adjustments have resulted in an amazing record of 2,100 miles per day per plane, as compared with 1,200 miles per day before the war. Several war Douglas DC-3s have recently been returned to United Air Lines by the Army; these are now being used for pilot training and are expected to be placed into service shortly. As of June 1, 1944, United Air Lines operated out of San Francisco Airport six scheduled passenger Douglas DC-3s to the east and two Cargoliners; the Cargoliners being used principally for the transportation of war material. To the north there were five round trip passenger schedules daily and to the south nine round trip schedules were operated. In addition to its regular scheduled domestic air carrier operations, United Air Lines San Francisco Airport base performed a vast amount of work for the U. S. Army Air Transport Command.

The company began flying for the Army Air Transport Command between Army air depots in this country in the spring of 1942 and had accumulated in excess of 5½ million miles of transport operations at the close of June, 1944. This mileage is the equivalent to 2,080 San Francisco to New York flights. It had also

transported over 21,000,000 pounds of cargo and 14.000 military passengers. Although the domestic operations for the Army Air Forces will be terminated shortly, United Air Lines continues to conduct Transpacific Air Transport Command flights and recently completed the 1,350th flight between San Francisco and the South Pacific theatre of the war. Records reveal that the company has flown more than 10,000,000 miles over the more than 7.350-mile route. Two daily round trips are now being flown with a fleet of Douglas C-54 four-engine transports of the U. S. Army Air Transport Command in keeping pace with the increased tempo of South Pacific combat activities.

The route which runs from San Francisco Airport to Hamilton Field. Honolulu, Canton Island, Tarawa, Guadalcanal and Port Moresby can be flown in approximately 50 hours. In this phase of the Pacific operations. United Air Lines has carried 20,000,000 pounds of men. materiel and mail. Passengers totaled 36,000, total weight of cargo was 6,000 000 pounds and airmail 5.700.000 pounds. In addition to its operations in the South Pacific. United Air Lines has flown more than 4.500.000 miles, has transported 7,236,887 pounds of mail and express and carried 27,107 passengers for the Army Air Transport Command into the interior of Alaska.

Seely V. Hall, Regional Vice-President in Charge of Operations for United Air Lines' Western Headquarters at San Francisco Airport. has estimated that within four years after the war domestic transportation will increase five times over the best prewar year of 1941; by thirty times in twenty years.

Personnel employed by United Air Lines at the San Francisco Airport should be doubled within the first four years after cessation of hostilities. To provide for this tremendous growth, United Air Lines has ordered fifteen Douglas DC-4 and twenty Douglas DC-6 transports to be delivered as soon as war conditions permit their construction. It is anticipated that an additional order for Douglas DC-6s will be placed with the Douglas Aircraft Company shortly. The Douglas DC-4 will have a cruising speed of 220 m.p.h. and will carry 44 passengers plus cargo; the Douglas DC-6 will have a 300 m.p.h. cruising speed and provide accommodations for 56 passengers in addition to cargo. Operation of this equipment is expected to reduce flight schedules from San Francisco Airport to New York to approximately 8½ hours.

Although United Air Lines does not feel that domestic air carriers should compete in air transportation to foreign countries, it has filed an application to conduct air carrier operations between San Francisco, Los Angeles and Honolulu and between Seattle, Washington and Anchorage, Alaska; both of these terminals being part of the United States.

During the year, United Air Lines obtained authorization from the Civil Aeronautics Board to operate into Boston, and when this service is inaugurated it will give a direct, short, fast route between this important Atlantic seaboard city and San Francisco. Authorization to serve other West Coast cities which. if granted. would have a vital bearing on San Francisco air traffic includes stops at Boise, Lewiston, Idaho; Yakima, Chehalis, Centralia and Olympia, Washington; Pendleton, Astoria, Bend, Klamath Falls, North Bend and Marshfield, Oregon. Also Chico, Eureka, Santa Rosa, Salinas, San Luis Obispo, Santa Maria and Long Beach in California. Although during the previous fiscal year the Civil Aeronautics Board had granted United Air Lines permission to include Stockton, Modesto. Merced and Visalia, California, as additional points on its route between San Francisco and Los Angeles, service is not as yet effective due to the lack of adequate airline equipment.

LOADING AIR EXPRESS
United Mainliner at San Francisco Airport

The million-dollar-plus United Air Lines maintenance base and executive headquarters at San Francisco Airport is a great contribution to the magnificent future San Francisco Airport anticipates as the coming air center of the West. Because of tremendously increased activities during the fiscal year, particularly those operations being conducted for the Army Air Transport Command, United has made numerous physical improvements to their base, and plans are now being formulated for considerable additional improvements to be constructed after the termination of hostilities. Among the most recent additions to the base is a large employee cafeteria which serves nutritious and wholesome meals at cost to the hundreds of United Air Lines employees twenty-four hours a day. This major airline base possesses the most modern facilities for the operation and maintenance of airline euipment yet developed and with the anticipated expansion of scheduled air carrier operations, which will develop in the postwar era, the present facilities will be but the nucleus for a far greater United Air Lines base in the future.

Transcontinental and Western Air, Inc., Northern California Base of Operations:

On October 1, 1943, Transcontinental and Western Air Inc., completed its first year of operations at the San Francisco Airport under the terms and conditions incorporated in their twenty-year lease with the City and County of San Francisco. The lease covers among other conditions the leasing of Hangar No. 4 and adjoining shops, operational offices, and incorporates rates covering charges for scheduled air carrier operations.

Substantial increases in the scope of Transcontinental and Western Air's operations at its western terminus—San Francisco Airport—has resulted in 300 per cent increase in their direct transcontinental flights from San Francisco to New York and Washington, and brought the total daily cross-country flights to seven departures and seven arrivals via direct and connecting airline services.

The most important development for Transcontinental and Western Air at the San Francisco Airport was the inauguration of service to San Francisco via Los Angeles thus providing direct transcontinental service through Los Angeles which service previously had been routed via Las Vegas, Nevada. Under the present Civil Aeronautics Board authorization, Transcontinental and Western Air service to Los Angeles is so restricted that flights must originate or terminate at Albuquerque, New Mexico, or points east thereof. The company has indicated that it is their intention to appeal this restriction so that they may, in addition to their transcontinental service via Los Angeles, operate inter-city air carrier services in competition with the other carriers serving San Francisco. As a result, maintenance personnel here increased 75 per cent, and as soon as new personnel can be trained, this increase will be stepped up to 300 per cent. Passenger agent personnel was increased 200 per cent; radio personnel was doubled; city traffic and ticket office personnel rose 300 per cent. The complement of employees of this major airline is 75 with an annual payroll of $200,000. Additional office space in the Airport Administration Building was acquired for passenger agents; and at the end of the fiscal year, Transcontinental and Western Air was preparing to expand its cargo handling facilities. The company was also actively interested in establishing an airmail transfer post office at the Airport. Plans were under way to double the size of Transcontinental and Western Air's downtown ticket

WESTERN AIR LINES DC-3 IN FLIGHT

office, and a complete reservations office was opened there separate from the ticketing functions.

In order to increase space utilization on airplanes operated by Transcontinental and Western Air out of San Francisco, an airmail cargo representative was added to the company's staff with the result that the revenue load factor neared the 100 per cent mark—the highest of any domestic airline.

Of great significance to the Airport was Transcontinental and Western Air's plans to expand its routes internationally after the war. The plans call for the establishment of San Francisco as the western terminus of any international routes the airline is granted in the western regions of the globe. During the year, Transcontinental and Western Air's routes out of San Francisco were extended to Washington, Boston, Wheeling and Morgantown, West Virginia; Topeka, Kansas; Columbia, Missouri; Albany and Binghampton, New York, and Williamsport, Pennsylvania. Besides its application for routes to circle the globe on a 22,000-mile route—the first global route to be sought by a United States domestic air carrier—Transcontinental and Western Air also sought during the year to extend its routes here eastward via Denver. The expansion in Transcontinental and Western Air's operations here was made possible by the return from the Army of 16 airplanes; 11 Douglas DC-3s, 9 of which returned to service at the year's end while the balance, which included 5 Boeing "Stratoliners," were undergoing extensive alterations and reconditioning.

TRANSCONTINENTAL AND WESTERN AIR BOEING STRATOLINER

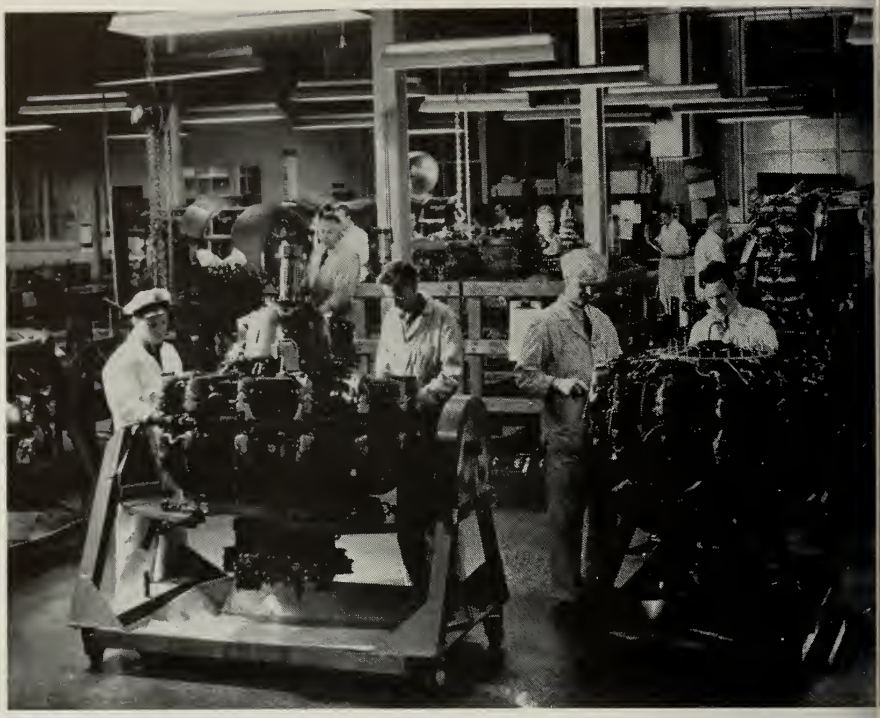
The airline's new plane developments were high-lighted by approval of the Lockheed "Constellation" which Jack Frye, President of Transcontinental and Western Air, and Howard Hughes, the line's principal stockholder, co-designed and flew to Washington from the West Coast in six hours fifty-seven minutes; the fastest transcontinental transport flight in air history.

Western Air Lines, Inc., Pacific Division Operations:

May 1, 1944, was the signal for return of Western Air Lines, Inc., to the Bay area with three daily round-trip, non-stop schedules between San Francisco and Los Angeles, with plans now being formulated whereby the service will soon be increased to six daily round-trips.

With the completion of operative arrangements with the San Francisco Airport which were concluded as a result of the Public Utilities Commission granting Western Air Lines a permit for the use of San Francisco Airport, this airline dispatched its first Douglas DC-3 on May Day with a crew composed of veteran pilots Jimmy James, now Vice-President of Operations for the airline, and Fred Kelly, now chief pilot for the entire California to Canada system. Both flew Western's first flight on April 17, 1926.

Historically, Western Airlines' return to San Francisco Airport recalled that this company was one of the original pioneers in airline service to San Francisco, for it was on the San Francisco-Los Angeles route inaugurated in 1928 that Western set up the 'Million Dollar Airway" with 35 intermediate weather stations and the first luxury commercial air passenger service. Backed by a Guggenheim



KEEPING 'EM IN TUNE
View of United Airlines Engine Overhaul Shop.

Fellowship Fund earmarked for the establishment of the nation's first modern airline, Western hired the famed meterologist, Dr. Carl Rossby, and other technicians to set up new air safety standards and new air travel comforts. Two years later, in 1930, Western again gave San Francisco aviation history another first by inaugurating on the San Francisco-Los Angeles model airway the first commercial four-engine landplane; the largest of its era. This plane was a Fokker F-32, then the acme in passenger service.

Western is once more on the threshold of new aviation development in San Francisco and has applications before the Civil Aeronautics Board which, if approved, will extend its route from the San Francisco Airport northward to Seattle, Washington, and Alaska.

Pan American World Airways, U. S. Navy Base Under Construction:

Construction is now 90 per cent complete on the new Naval auxiliary airbase on the seaplane harbor at the Airport. This base, built by the Navy under the agreement relinquishing Treasure Island to the Government, will be the new home and main operations base for Pan American World Airways System on the Pacific Coast. During the war Pan American is operating as an air transport auxiliary of the Navy. At a time not to exceed two years after the cessation of hostilities,

UNITED AIRLINES EMPLOYES' CAFETERIA

this complete modern seaplane base including all structures and facilities will be returned to the ownership of the City, free and clear of all encumbrances and agreements, and will continue as Pan American's peace time base under control of the Airport Department.

It is planned that this new, huge, $4,000,000 base will be occupied by Pan American World Airways early during the fiscal year 1944-45, at which time they will move their Transpacific operations base from Treasure Island to this new site. This move will, at the outset, bring to the San Francisco Airport some 1,500 Pan American World Airway System employees with an annual payroll in excess of $3,000,000.

The initial major improvements at this new base now nearing completion include a very large hangar, administration building, operations buildings, seaplane landing ramps, a cafeteria, and other physical improvements. The facilities will be so situated that aircraft operating from this new site will have the advantage of both the major landplane and seaplane facilities of the San Francisco Airport.

The great significance of this airline move, not only for the present but likewise for the future, cannot be over-emphasized. Pan American World Airways will become the first international air carrier and the fourth airline to locate at the San Francisco Airport, thus placing this air terminal of the City and County of San Francisco in the most dominant position of any airport on the Pacific Coast

NEW UNITED AIRLINES TICKET COUNTER

with respect to present and future domestic and international air commerce. The addition of this great international air base accommodating Pan American World Airways represents the greatest single industrial development in the history of the San Francisco Airport and will be an ever-expanding contribution to the commercial life of the City and community.

U. S. Coast Guard Air Base:

The U. S. Coast Guard Air Base, under wartime jurisdiction of the U. S. Navy, has been in continuous operation throughout the year utilizing both the land and seaplane facilities of the San Francisco Airport. Although the personnel and equipment complements at this important base have increased considerably, Naval censorship precludes supplying information relative to the improvements constructed for the varied operations being conducted by this branch of the U. S. Naval services, but the greatly increased activities on the part of the Coast Guard Air Base have been extremely vital to the war effort.

U. S. Army Air Forces:

San Francisco Airport has been utilized etxensively for the operation of various types of military aircraft, particularly in service under the jurisdiction of the Army Air Transport Command which included the air evacuation of wounded

military and naval personnel and greatly increased cargo services. Again Government censorship precludes supplying any detailed information concerning the extent of the military operations. The City and County of San Francisco has entered into lease agreements with the Government concerning the uses of the Airport and Airport facilities to the extent required for all military and naval operations for the duration of the war emergency.

ENGINEERING AND CONSTRUCTION

Studies, plans and estimates were made for major postwar improvements and enlargement of the airport, which will embrace reclamation of tide land and marsh land, improvement, lengthening and relocation of the runways, and construction of terminal facilities with ample space for operating companies' hangars, shops and offices.

Discussion is still in progress with the State Highway Commission regarding the proposed relocation of Bayshore Highway from the underpass in South San Francisco to Broadway, Burlingame. The City-owned area of 555 acres west of the present highway is, under present conditions, useless for airport purposes because of severance from the flying field and runways. The highway now presents an obstacle to the beneficial use of the westerly area for the development above mentiond, and also constitutes a hazard to motorists and pilots by reason of its proximity to the prevailing-wind runway. An agreement is in course of negotiation to provide for construction of the Bayshore Freeway on a location about one-half mile west of the present highway, and for abandonment of the existing highway through airport property when the freeway construction has reached a stage that will permit closing the old roadway.

Construction by the City:

Except for the completion of Contract No. 69, for improvements to the Administration Building, which was started in April, 1943, there was no new construction work financed by the City.

United Air Lines Terminal:

To meet the increasing demands of air transportation at this base, United Air Lines, Inc., expended about a quarter of a million dollars in expanding its facilities. Included in the construction program was a modern cafeteria to solve the meal problem for the 1,700 employees; 163,000 sq. ft. of concrete apron and taxiway, including service pits and flood lighting; earth and rock fill to the north limits of the leased area; automobile parking area; stockade; improvements to hangar doors; and ticket counter and baggage handling facilities at the City's passenger terminal building. Additional nose hangars, school buildings and warehouses were constructed primarily to meet the demands of Pacific Operations. Some detail of the expenditure is shown later in this report.

The expansion program for this terminal continues. Scheduled for early completion during the next fiscal year is an addition to the Administration Building.

Naval Auxiliary Air Station (Pan American Airways Base):

This base, located on the north side of the seaplane harbor, and constructed by the Navy for use by Pan American Airways, was practically completed at the

INTERIOR OF UNITED AIR LINES CAFETERIA

close of the fiscal year. Moving of Pan American from its Treasure Island base was expected to be started late in July. Major items of construction yet to be completed are the seaplane ramp and the connecting taxiway to the Airport flying field. The site of this station was formerly City property, and, after the war, will revert to the City with all improvements. This reversion, along with work to be done by the Army engineers on extension of the field and facilities, are to be the City's compensation for the taking of Treasure Island by the United States for Navy use.

U. S. Army Air Force Construction:

On March 29, the Federal Government, through the U. S. Engineers, awarded a contract to Macco Construction Company and Morrison-Knudsen for 2,500,000 cu. yds. of fill and incidental work for the extension of the landing field. Orders have since been issued increasing the fill quantities to 3,089,000 cu. yds. and 100,000 cu. yds. of excavation. The total cost is estimated at about $2,650,000. The main fill will extend 3,000 ft. southeasterly from the southeast corner of the existing field, over the tide lands and will be 1,500 ft. wide, adding about 100 acres to the usable landing field. Included in the program is the widening of the existing landing strip from 700 ft. to 1,500 ft. by placing fill on the adjacent mud area enclosed within the boundary levee. This contract is the first unit of a program which will include the reconstruction of the prevailing wind runway to

carry planes of 120,000 lbs. gross loaded weight, with a paved landing mat 7,000 ft. long and a total usable length of 8,000 ft., the reconstruction of taxiways, and the construction of 40,000 sq. yds. of concrete parking apron designed for the new standard loading stress.

The Army also constructed a temporary two-story frame building as an extension of the north end of the Administration Building, to provide additional office space, chiefly for the Weather Bureau.

Engineering Personnel:

All engineering work for the airport was done by the Utilities Engineering Bureau of the Public Utilities Commission, of which James H. Turner is Manager and Chief Engineer, and Leslie W. Stocker is Senior Civil Engineer. James C. Mohns is designing engineer and Adolph J. Wehner is construction engineer for the airport work.

SAN FRANCISCO AIRPORT
CONSTRUCTION CONTRACT DATA
Fiscal Year 1943-44

City Contract, 1938 Airport Bond Fund

Contract No.	Contract Designation	Contractor	Date Started	Date Completed	Original Contract Price	Expended During Year
69	Improvements to Administration Bldg.....	Jacks & Irvine	April, 1943	Jan. 1944	$19,024.00	$2,760.00

United Air Lines Construction Expenditures

Project Designation	Expended
1. Filling areas under lease. Constructing additional paved parking areas and drainage.....	$35,486.00
2. Constructing cafeteria building.....	67,500.00
3. Concrete apron extension, including miscellaneous utility extensions, floodlighting, etc.....	89,221.00
4. Stockade	1,783.00
5. Improvements to hangar doors.....	3,500.00
6. Concrete taxiway.....	17,874.00
7. Ticket counter and baggage handling facilities.....	14,000.00
Total	$229,364.00

Civil Aeronautics Administration, Radio Range Station:

The second complete year of operation of scheduled air carriers, during which time the Federal Government Radio Range Station has been in commission, was completed on June 30, 1944. The tremendous value of this air navigational facility is substantiated by the fact that the operational efficiency statistics showed that the scheduled airlines actually completed 16,215 out of 16,475 scheduled arrivals and departures for an operating efficiency of 98.5 per cent as compared with the operating efficiency of 97.6 per cent for the previous fiscal year. The balance of 1.5 per cent of the scheduled arrivals and departures were generally cancelled due to inclement weather at point of origin or along the route involved. It is noteworthy to point out that the percentage of scheduled trips actually operated was above 97.9 per cent during all months of the fiscal year except December 1943 and February 1944, when the percentages declined slightly to 94.5 per cent and 94.6 per cent respectively account adverse winter weather conditions.

VETERAN PILOTS OF UNITED AIR LINES
Left to right—Captains Richard Craine, Harry Huking, Virgil Vaughan, James Johnson and James Beldi

SAN FRANCISCO AIRPORT
DOMESTIC SCHEDULED AIR CARRIER OPERATION
Transport Airplane Arrivals and Departures

	COMPARATIVE DATA			STATISTICS 1943-1944		
Month	1942-1943	1943-1944	Percentage Increase Decrease	Scheduled to Operate	Actually Operated	Percentage Schedules Completed
July	1,170	1,230	+5%	1,231	1,230	99.9%
August	1,222	1,211	+0%	1,211	1,211	100.0%
September	1,203	1,205	+0%	1,209	1,505	99.7%
October	1,199	1,279	+7%	1,279	1,279	100.0%
November	1,138	1,251	+10%	1,264	1,251	99.0%
December	1,151	1,316	+14%	1,292	1,316	94.5%
January	1,058	1,357	+28%	1,388	1,595	97.9%
February	1,092	1,316	+21%	1,391	1,316	94.6%
March	1,198	1,426	+19%	1,455	1,426	98.0%
April	1,202	1,380	+15%	1,396	1,380	98.9%
May	1,239	1,593	+28%	1,609	1,593	99.0%
June	1,208	1,649	+37%	1,650	1,649	99.9%
Total	14,080	16,215	+15%	16,475	16,215	98.5%

PACIFIC AIRLINER UNDER LIGHTS
One of United Air Lines Trans-Pacific fleet at San Francisco Airport maintenance base.

Overseas Foreign Air Communications Station Controlled from San Francisco Airport:

The Overseas Foreign Air Communications Station, formerly the Intercontinnental Radio Communications Station, is operated by the U. S. Department of Commerce, Civil Aeronautics Administration, and is a vital link in the International Airport Intercommunication System. This facility utilized principally for the collection and dissemination of meteorological information and as a method of direct communication with aircraft in oceanic flight is remotely controlled from the Airport Administration Building where space is provided the Government by lease agreement. Radio receivers are located at one remote location, while transmitting facilities are located at another. The present roster includes approximately 68 Federal employees with an annual payroll of $205,000

Civil Aeronautics Administration Operates Airport Traffic Control Tower:

The Department of Commerce, Civil Aeronautics Administration Airport Traffic Control Tower statistics reveal that aircraft operations at the San Francisco Airport during the fiscal year totaled 76,620 landings and departures, all of which were controlled and conducted in a highly efficient manner. This important branch of the Civil Aeronautics Administration controls all traffic within a radius

of three miles of the Airport and coordinates the flight plans of all aircraft with the Federal Airways Traffic Control Center. Radio telephone intercommunication provides the principal means of carrying on this vital work. During the fiscal year the Civil Aeronautics Administration modified and modernized the radio and other equipment within the Airport Traffic Control Tower.

The Airport Control Tower personnel consists of eight Federal employees with an annual payroll of $25,000.

Airports Service District Office:

Early during the fiscal year, on July 8, 1943, a northern California Airports Service District Office of the Civil Aeronautics Administration was located at the San Francisco Airport. This office, with Ray I. Hess, District Airport Engineer, in charge, has jurisdiction over an area comprising Northern California and that area of Nevada north of 38 degrees north latitude. The functions of this office include airport site selection, design, development, rating and the coordination of various airport activities. The personnel complement of this office consists of three Federal employees with an annual payroll in excess of $10,000.

U. S. Weather Bureau Airport Station:

The consolidated forecast center formerly located at the San Francisco Airport moved from the Airport to the Federal Building in San Francisco on December 6, 1943, in order to provide closer coordination with Army and Naval meteorological staffs, and meanwhile and for the duration of the war, the Government is providing and maintaining a first-class U. S. Weather Bureau Airport Station at the San Francisco Airport. The complement of employees of this weather station is seven with an annual payroll of $15,000.

The Weather Bureau Airport Station reported that "Airplane Flight Weather Data" based on hourly weather observations taken at the San Francisco Airport during the fiscal year 1943-1944 disclosed the following:

AIRPLANE FLIGHT WEATHER DATA
SAN FRANCISCO AIRPORT
Fiscal Year 1943-1944

Conditions	Percentage of Time
Contact	90.4%
Instrument	8.1%
Closed	1.5%

Skyway Cafe:

The coffee shop, refreshment lounge and concessions counter are generally termed "Skyway Cafe" and are operated under license agreement by Mr. David Rasmussen. During the past year, Airport revenue derived from the operation of these concessions amounted to $10,373.98. It is estimated that during this period in excess of 500,000 customers were served by the Skyway Cafe. The complement of personnel consists of 29 employees with an annual payroll of $62,000.

San Francisco Airport Traffic Figures:

On adjoining pages will be found a complete monthly tabulation of San Francisco Airport traffic for the past two fiscal years. The importance of the Municipal Airport to the life of San Francisco cannot be fully appreciated without some indication of the national progress in the aeronautical industry. A brief summary indicating the trend of domestic scheduled air carrier operations follows:

Domestic Scheduled Air Carrier Operations	Fiscal Year 1943-1944	Percent Increase or Decrease over Previous Year
Revenue miles flown	115,630,004	+20%
Revenue passengers carried	3,428,635	+15%
Revenue passenger miles flown	1,807,068,117	+29%
Revenue passenger load factor	88%	+10%
Express pounds carried	59,717,564	+20%

The reason greater increases were not realized resulted from the extreme shortage of scheduled air carrier aircraft. On the basis of the normal prewar trend of air commerce and statements of responsible aeronautical officials, air commerce schedules should normally have quadrupled instead of manifesting minor increases as recorded during the past year.

DOMESTIC SCHEDULED AIR CARRIER OPERATIONS

Air Mail and Air Express

Month	POUNDS OF AIR MAIL Out Only 1942-1943	1943-1944	Percentage Increase Decrease	POUNDS OF AIR EXPRESS Out Only 1942-1943	1943-1944	Percentage Increase Decrease
July	161,870	371,341	+129%	33,193	35,777	+8%
August	170,083	391,177	+130%	27,402	32,960	+20%
September	181,748	420,579	+131%	30,913	38,006	+23%
October	202,850	475,777	+135%	32,308	32,199	+0%
November	222,172	473,675	+113%	50,595	31,217	−38%
December	296,974	514,731	+73%	38,220	38,788	+1%
January	252,555	569,982	+126%	40,343	36,018	−11%
February	260,082	539,495	+107%	32,658	33,986	+4%
March	311,763	666,604	+114%	34,251	33,141	−3%
April	321,410	660,749	+106%	31,948	35,447	+11%
May	372,972	770,821	+107%	11,988	36,436	+204%
June	315,175	751,591	+138%	37,820	36,104	−5%
Total	3,069,654	6,606,522	+115%	401,639	420,079	+5%

Airport Personnel:

As of June 30, 1944, the personnel roster of the San Francisco Airport was composed of the following:

Manager, Airport Department, B. M. Doolin.

Superintendent of Airport Operations, H. S. Messersmith.

1 Maintenance Chief	2 Airport Attendants
4 Crew Chiefs	1 Working Foreman Janitor
1 General Clerk Stenographer	1 Gardener
2 General Clerk Typists	3 Janitors

THE NEXT STEP
The new Douglas DC-4 which United Air Lines will put into service when war conditions permit.

SAN FRANCISCO AIRPORT

EXHIBIT "A"

CONSOLIDATED BALANCE SHEET—JUNE 30, 1944

ASSETS

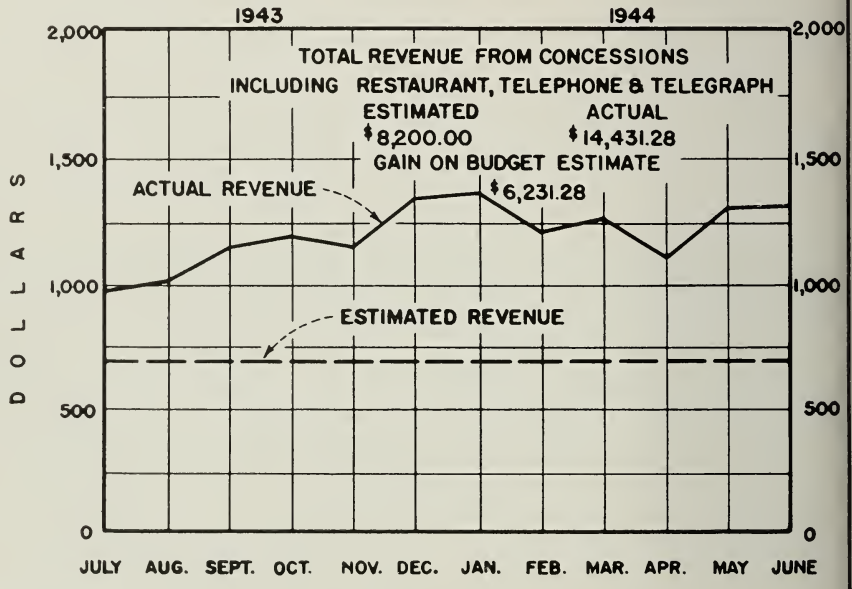
Fixed Capital:		
In Service (Schedule No. 1)	$7,459,883.85	
Less Reserve for Depreciation (Schedule No. 1)	923,608.23	
	$6,536,275.62	
Under Construction 1938 Bond Fund:		
Interest	$3,502.95	
Undistributed Construction Costs	14,802.73	$6,554,581.30
Cash:		
Treasure Island	$4,182.31	
Operating Fund	67,620.45	
Revolving Fund	500.00	
1938 Bond Fund	49,166.74	121,469.50
Accounts Receivable:		
Miscellaneous Debtors	$9,947.23	
Uncollectible Accounts $3,478.93	3,478.93	
	$13,426.16	
Less Reserve for Bad Accounts 3,478.93	3,478.93	9,947.23
Interfund Accounts: (Schedule No. 3)		
Taxes Receivable—Prior Years	$6,745.42	
Less Reserve	2,680.57	
	$4,064.85	
Employees' Retirement System	79.50	4,144.35
Deferred Charges:		
Materials and Supplies	$4,629.60	
Prepaid Taxes	.....	
Unexpired Insurance	48.61	
Prepaid Insurance	1,450.08	
Damage Claims (Contra)	115.76	
Outstanding Encumbrance (Contra)	15,411.53	21,655.58
		$6,711,797.96

LIABILITIES

Bonded Debt:		
1938 Airport Bonds dated January 1, 1938, interest rate not to exceed 6%, due January 1, 1940 to 1949, inclusive, at the rate of $285,000.00 per year. Bonds Authorized (Schedule No. 2)	$2,850,000.00	
Less Bonds Matured	1,425,000.00	
Bonds Outstanding		$1,425,000.00
Bond Interest Payable:		
1938 Bond Interest Matured—Due July 1, 1944		12,400.00
Accounts Payable:		
Warrants Outstanding	$3,619.36	
General Creditors	3,429.54	
Outstanding Encumbrances (Contra)	15,411.53	22,460.43
Interfund Accounts: (Schedule No. 4):		
Due to General City and County	$2,123.08	
Due to Public Service Enterprises	6,629.62	8,752.70
Deferred Credits:		
Rents Paid in Advance	$18,874.99	
Rents Billed in Advance	83.87	
Reserve for Damage Claims (Contra)	115.76	
Telegraph Agency Cash Receipts	666.79	
1938 Bond Premium Unamortized	716.85	
Operating Fund Due to 1938 Bond Fund (Contra)	.....	
United Air Lines Transp. Corp.	1.600.00	
Suspense Credits	55.50	22,113.76
Surplus:		
Detail Schedule attached (Exhibit "C")		5,221,071.07
		$6,711,797.96

SAN FRANCISCO AIRPORT FISCAL YEAR 1943-44

Monthly Total Income from Concessions Including Restaurant Telephone and Telegraph Agencies



REVENUE:	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE
ESTIMATED	$684	684	684	684	684	684	684	684	684	684	684	684
ACTUAL	$973	1,005	1,149	1,183	1,167	1,360	1,372	1,214	1,255	1,120	1,314	1,319

SAN FRANCISCO AIRPORT

EXHIBIT "B"

COMPARATIVE STATEMENT OF REVENUES AND EXPENSES
MILLS FIELD

For Twelve Months Ended June 30, 1944

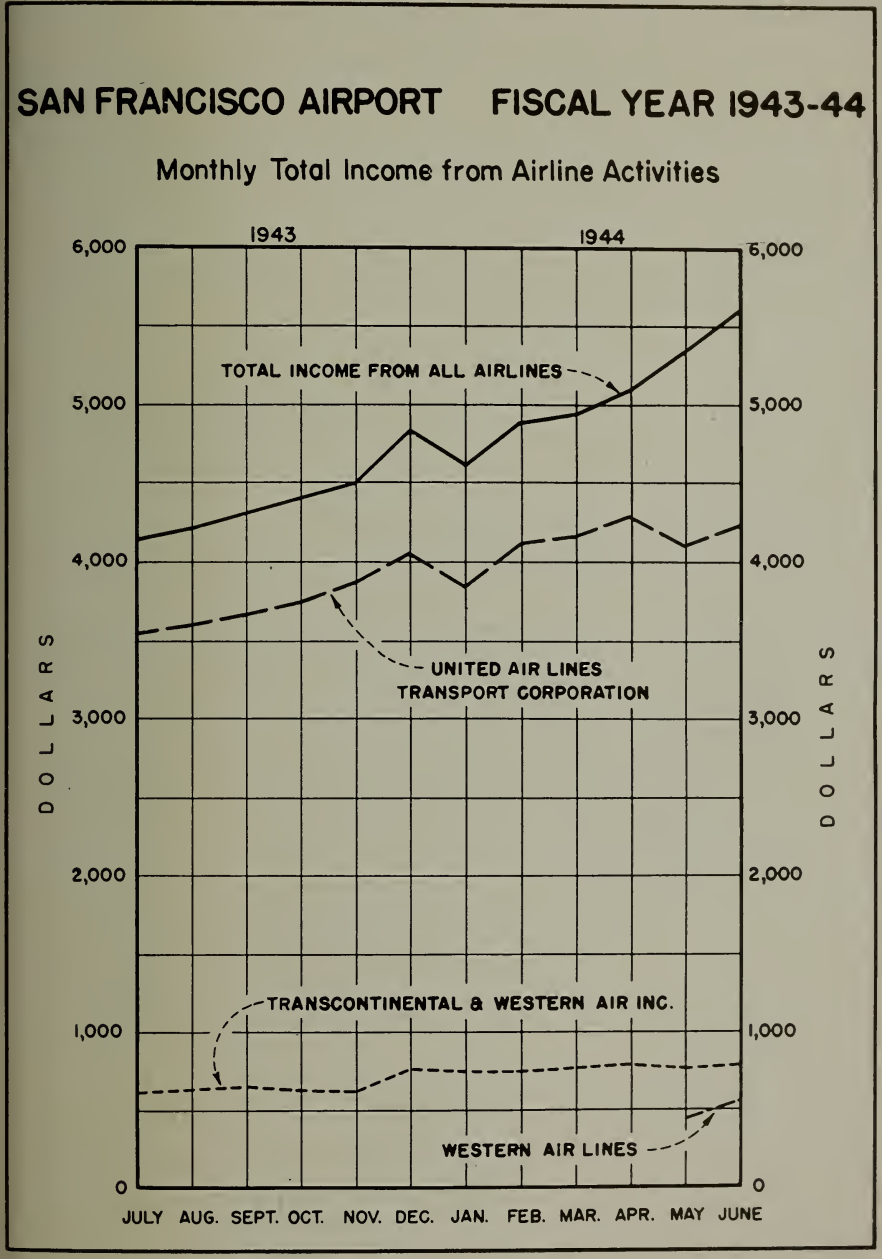
	June 30, 1944	June 30,1943
Operating Revenues:		
Landing Charges	$19,057.50	$16,375.00
Rentals:		
Hangar	2,404.03	2,163.00
Shop	1,073.23	859.50
Office	5,018.53	3,914.21
Restaurant	10,373.98	7,784.65
Land	2,400.00	2,400.00
United Air Lines Transport Corporation—Lease	6,500.00	6,500.00
Total Rentals	$27,769.77	$23,621.36
Miscellaneous:		
Public Telephone Commissions	$1,284.93	$1,137.24
Telegraph Agency Commissions	2,772.37	1,644.85
Total Miscellaneous	$4,057.30	$2,782.09
Total Operating Revenues	$50,884.57	$42,778.45
Operating Expenses:		
Salaries and Wages:		
Administrative	$7,800.00	$7,800.00
Maintenance	3,517.50	3,402.00
Operative	37,427.28	31,216.07
Total Salaries	$48,744.78	$42,418.07
Operating Cost:		
Travel Expense and Local Fares	$3,144.28	$3,128.48
Use of Employees' Cars—Mileage Only	56.46	238.10
Storage and Care of Vehicles	128.30	62.50
Maintenance and Repair of Office Equipment	33.12	50.25
Gas and Electricity	5,549.82	6,331.03
Telephone and Telegraph	3,832.98	3,180.60
Postage	322.24	307.97
Printing and Advertising, Etc.	556.27	14.60
Subscriptions to Newspapers and Periodicals	346.30	196.68
Contractual Janitorial and Window Washing Services	666.00	630.00
Professional and Special Services	762.77	816.72
Miscellaneous and Contractual Services	407.57	620.69
Operating Material and Supplies	3,476.58	4,903.29
Total Operating Costs	$19,282.69	$20,480.96
Maintenance Costs:		
Maintenance of Landing Area	$14.12	$84.20
Maintenance of Runways, Etc.	190.10	2,243.25
Maintenance of Field Lighting Equipment	1,798.20	260.75
Maintenance of Radio Equipment	177.16	230.00
Maintenance of Hangars	255.20	210.40
Maintenance of Administration Building	1,307.35	524.77
Maintenance of Other Buildings	848.28	375.25
Maintenance of Automotive Equipment	4,675.65	2,289.17
Maintenance of Other Equipment—Shop, Field, Etc.	249.83	130.89
Maintenance of Parking Areas, Roads, Walks, Fences, Etc.	1,089.31	540.50
Maintenance of Power Distribution System	805.58	15.81
Total Maintenance Cost	$11,410.78	$6,904.99

EXHIBIT "B"—Continued

Fixed Charges:				
Accident Compensation—Employees		$12.00		$12.50
Automotive Insurance		425.39		409.78
Other Insurance		5,175.28		4,917.31
Pensions and Retirement Allowance		2,147.89		1,659.02
Taxes		3,807.25		3,952.41
War Emergency—Civilian Defense		0		432.44
Depreciation		201,719.74		201,205.99
Bad Accounts		0		300.00
Total Fixed Charges		$213,287.55		$212,889.45
Total Operating Expenses		$292,725.80		$282,693.47
Operating Loss		$241,841.23		$239,915.02
Other Income:				
Income from Resale of Electricity	$35,634.82		$26,319.03	
Less Cost of Electricity Sold	26,176.20		17,262.00	
	$9.458.62		$9,057.03	
Miscellaneous	211.60	9,670.22	918.36	9,975.39
Other Expenses:				
1938 Airport Bond Interest Expense	$26,535.45		$29,389.17	
Less Amortization of 1938 Bond Premium	363.41	26,172.04		29,389.17
Net Loss for Twelve Months		$258,343.05		$259,328.80

SAN FRANCISCO AIRPORT
EXHIBIT "C"
CONSOLIDATED SURPLUS ACCOUNT
FOR TWELVE MONTHS ENDED JUNE 30, 1944

Balance—June 30, 1943			$4,910,556.31
Add:			
Cancellation Warrant No. 4261, Dated August 5, 1942		$10.00	
Deposits on Plans—Not Refunded		25.00	
Adjustment of Encumbrances on Invoices Rendered June 30, 1943		17.70	
Telegraph Agency Cash Receipts Transferred to Surplus		31.98	
Adjustments of Revaluation		2,466.72	
Adjustment of Reserve for Bad Accounts		874.57	
		$3,425.97	
Deduct:			
Radio Equipment Turned In and Junked	$380.49		
Inventory Write-off, Junk Value Not Realized	2,453.01	2,833.50	592.47
Balance—June 30, 1943—After Adjustments			$4,911,148.78
Add:			
Contribution from Taxes (1943-44 Budget)	$376,280.00		
Less Adjustment of Budget	8,000.00	$368,280.00	
Additional Contributions from Taxes		733.02	
Contributions from Emergency Reserve Fund		6,264.00	
Contributions from United Air Lines, Inc.		216,789.00	
Additional Surety Bonds		72.05	
		$592,138.07	
Deduct:			
Taxes Receivable—Cancelled	$1,028.81		
Additional Reserve for Taxes Receivable	625.54		
Land (93,107 Acres) Condemned by Navy	17,595.73		
Operating Fund Loss for Twelve Months Ended June 30, 1944	258,343.05		
Treasure Island Expenses for Twelve Months Ended June 30, 1944	4,622.65	$282,215.78	
Net Additions to Surplus			309,922.29
Balance—June 30, 1944			$5,221,071.07


SAN FRANCISCO AIRPORT FISCAL YEAR 1943-44
Monthly Total Income from Airline Activities
1943
1944
6,000
5,000
4,000
3,000
2,000
1,000
0
DOLLARS
TOTAL INCOME FROM ALL AIRLINES
UNITED AIR LINES TRANSPORT CORPORATION
TRANSCONTINENTAL & WESTERN AIR INC.
WESTERN AIR LINES
JULY AUG. SEPT. OCT. NOV. DEC. JAN. FEB. MAR. APR. MAY JUNE

SAN FRANCISCO AIRPORT

EXHIBIT "D"

COMPARISON OF ACTUAL REVENUES AND EXPENDITURES WITH BUDGET ESTIMATE

Fiscal Year 1943-1944

	Fiscal Year 1943-1944 Budget and Modifications	Month of June, 1944			Twelve Months to June 30, 1944		
		Budget and Modifications	Expenses Revenues Accruals	Increase or *Decrease*	Budget and Modifications	Expenses Revenues Accruals	Increase or Decrease
Operation and Maintenance:							
Permanent Salaries—Maintenance	$3,402.00	$283.50	$283.50	0	$3,402.00	$3,402.00	0
Permanent Salaries—Operative	34,877.00	2,906.43	2,903.38	3.05	34,877.00	34,632.69	244.31
Allowance for Overtime	2,058.00	171.50	60.64	110.86	2,058.00	1,189.30	868.70
Temporary Salaries—Operative	2,179.00	181.57	25.00	156.57	2,179.00	1,720.79	458.21
Contractual Services	10,025.00	835.42	1,750.48	*915.06*	10,025.00	9,460.40	564.60
Routine Maintenance—General	12,900.00	1,075.00	1,368.64	*293.64*	12,900.00	11,443.90	1,456.10
Heat, Light and Power	33,500.00	2,791.67	2,619.55	172.12	33,500.00	31,726.02	1,773.98
Materials and Supplies	4,840.00	403.33	295.31	108.02	4,840.00	3,476.58	1,363.42
Professional and Special Services	1.000.00	83.33	373.04	*289.71*	1,000.00	762.77	237.23
Total Operating and Maintenance	$104.781.00	$8,731.75	$9.679.54	*$947.79*	$104,781.00	$97,814.45	$6,966.55
Administration and General:							
Permanent Salaries	7,800.00	650.00	650.00	0	7,800.00	7,800.00	0
Compensation Insurance	519.00	43.25	6.00	37.25	519.00	12.00	507.00
Auto Insurance	600.00	50.00	*124.61*	174.61	600.00	425.39	174.61
Other Insurance	3,754.00	312.83	115.15	197.68	3,754.00	2,696.32	1,057.68

War Damage Insurance	2,500.00	208.33	206.58	1.75	2,500.00	2,478.96	21.04
Pensions and Retirement Allowances	2,360.00	196.67	219.91	*23.24*	2,360.00	2,147.89	212.11
Total Administration and General	$17,533.00	$1,461.08	$1,073.03	$388.05	$17,533.00	$15,560.56	$1,972.44
Fixed Charges:							
Taxes	5,000.00	416.67	314.60	102.07	5,000.00	3,807.25	1,192.75
1938 Bond Interest	30,180.00	2,515.00	2,066.66	448.34	30,180.00	27,490.00	2,690.00
1938 Bond Redemption	285,000.00	23,750.00	23,750.00	0	285,000.00	285,000.00	0
Total Fixed Charges	$320,180.00	$26,681.67	$26,131.26	$550.41	$320,180.00	$316,297.25	$3,882.75
A. & B. and Replacements	0	0	0	0	0	0	0
Total Expenditures	$442,494.00	$36,874.50	$36,883.83	*$9.33*	$442,494.00	$429,672.26	$12,821.74
Total Revenues	$67,950.00	$5,662.50	$8,054.25	$2,391.75	$67,950.00	$86,730.99	$18,780.99
Net Savings Over Budget Estimate				$2,382.42			$31,602.75

Italic figures denote loss and deficiency.

SAN FRANCISCO AIRPORT

SCHEDULE No. 1

FIXED CAPITAL IN SERVICE

June 30, 1944

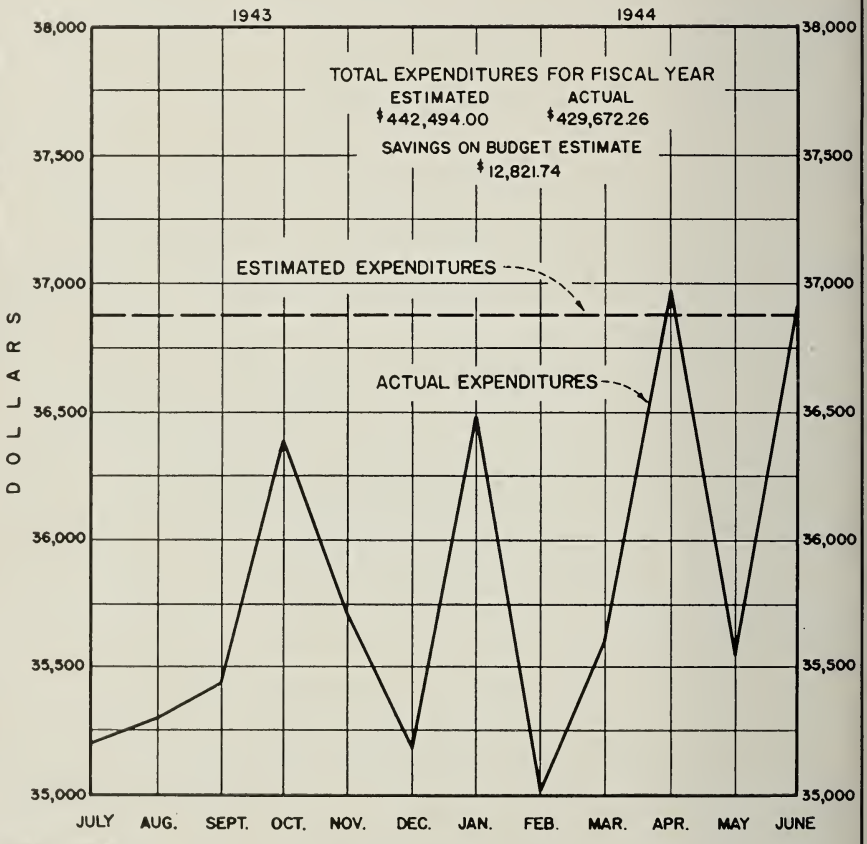
		Balance June 30, 1943	Additions July 1, 1943 June 30, 1944	Retirements July 1, 1943 June 30, 1944	Adjustments July 1, 1943 June 30, 1944	Balance June 30, 1944	Accrued Depreciation June 30, 1944	Depreciation for 1944-1945
1	LAND	$1,094,811.92	$1,038.70	$17,958.03	.....	$1,077,892.59	0	0
II-1	LAND PLANE PORT: LANDING AREA:							
	(a) Land Reclamation and Improvement	$1,644,632.00	.....	.....	.....	$1,644,632.00	$140,695.20	$32,749.20
	(b) Field Drainage	288,977.00	.....	.....	.....	288,977.00	51,018.92	9,811.92
	(c) Drainage Control	105,868.00	.....	.....	.....	105,868.00	43,883.16	7,133.16
	(d) Runways, Taxiways and Aprons	1,101,544.00	.....	.....	.....	1,101,544.00	246,517.65	46,165.05
	(e) Landing Field Lighting and Marking	165,401.00	$304.47	.....	.....	165,705.47	40,880.88	11,229.06
	Total Landing Area	$3,306,422.00	$304.47	.....	.....	$3,306,726.47	$522,995.81	$107,088.39
II-2	LAND PLANE PORT: UTILITIES, ROADS AND PARKING AREA:							
	(a) Roads, Walks, Parking Areas, Fences and Appurtenant Drainage	$203,985.00	.....	.....	.....	$203,985.00	$29,252.53	$4,002.53
	(b) Water Supply System	30,281.00	.....	.....	.....	30,281.00	3,493.37	1,009.37
	(c) Sewage System	20,773.00	.....	.....	.....	20,773.00	4,143.43	692.43
	(d) Power Supply System and Street Lighting	52,504.97	.....	.....	.....	52,504.97	9,399.37	1,662.65
	(e) Telephone System (Outside of Buildings)	4,441.00	.....	.....	.....	4,441.00	1,036.03	148.03
	(f) Gas Supply System	1,257.00	.....	.....	.....	1,257.00	431.85	62.85

(g)	Bridges and Culverts	24,668.00	.....	.....	.....	24,668.00	2,796.70	849.70
(h)	Landscaping	15,166.00	.....	.....	.....	15,166.00	2,514.82	589.82
(i)	Miscellaneous	1,580.00	.....	.....	.....	1,580.00	1,401.50	178.50
(j)	Gasoline Line and Storage	107,134.00	.....	.....	.....	107,134.00	357.11	357.11
	Total Utilities, Roads and Parking Area	$461,789.97	.....	.....	.....	$461,789.97	$54,826.71	$9,552.99
II-3	LAND PLANE PORT: BUILDINGS	$1,559,183.18	$234,760.15	.....	.....	$1,793,943.33	$279,229.95	$81,091.14
II-4	LAND PLANE PORT: EQUIPMENT:							
(a)	Office Furniture and Appliances	$13,366.89	$70.92	$309.31	.....	$13,128.50	$8,185.74	$1,025.93
(b)	Shop Tools and Building Maintenance Equipment.	1,946.49	201.92	.....	*$418.57*	1,729.84	527.34	159.17
(c)	Fire Fighting Equipment	26,807.27	.....	.....	418.57	27,225.84	9,368.77	2,422.90
(d)	Motor Driven Equipment	31,783.79	.....	.....	.....	31,783.79	22,225.35	3,337.90
(e)	Meteorological Equipment	4,067.55	.....	.....	.....	4,067.55	2,781.70	157,70
(f)	Drainage Pumphouse Equipment	8,000.80	.....	.....	.....	8,000.80	2,297.88	323.16
(g)	Sewage Pumphouse Equipment	2,901.03	.....	.....	.....	2,901.03	594.10	102.80
(h)	Other Equipment	2,944.84	.....	351.23	.....	2,593.61	1,492.91	162.29
(i)	Radio Equipment	29,134.95	.....	7,659.33	.....	21,475.62	9,359.61	2,778.05
	Total Equipment	$120,953.61	$272.84	$8,319.87	0	$112,906.58	$56,833.40	$10,469.90
III	SEAPLANE PORT							
1	Land Reclamation and Improvement	$698,837.91	.....	.....	.....	$698,837.91	$8,683.79	$1,215.40
2	Utilities	7,787.00	.....	.....	.....	7,787.00	1,038.57	259.57
	Total Seaplane Port	$706,624.91	.....	.....	.....	$706,624.91	$9,722.36	$1,474.97
	Grand Total	$7,249,785.59	$236,376.16	$26,277.90	0	$7,459,883.85	$923,608.23	$209,677.39

Italic figures denote loss and deficiency.

SAN FRANCISCO AIRPORT FISCAL YEAR 1943-44

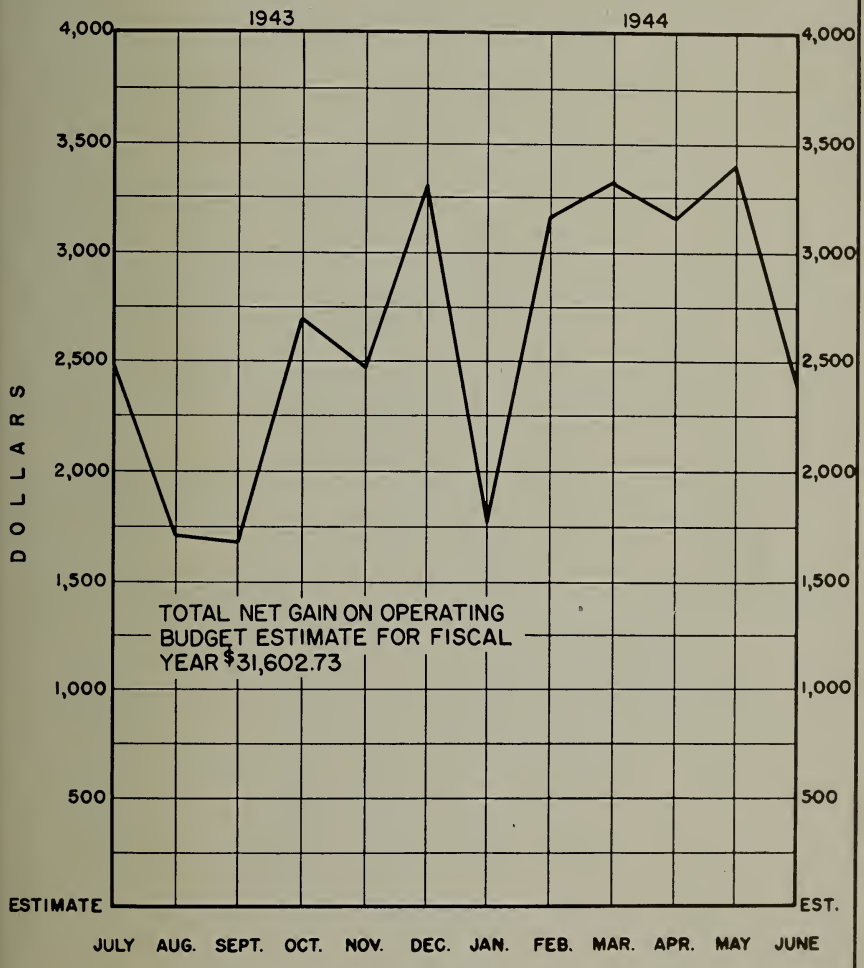
Monthly Comparison of Actual Expenditures with Budget Estimate



EXPENDITURES:	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE
ESTIMATE	$36,875	36,875	36,875	36,875	36,875	36,875	36,875	36,875	36,875	36,875	36,875	36,875
ACTUAL	$35,205	35,298	35,423	36,399	35,702	35,174	36,493	35,004	35,590	36,965	35,535	36,884

SAN FRANCISCO AIRPORT FISCAL YEAR 1943-44

Monthly Net Gain on Operating Budget Estimate



NET GAIN ON OPERATING BUDGET ESTIMATE:

$2,499	1,731	1,683	2,693	2,479	3,318	1,761	3,173	3,313	3,165	3,404	2,362

SAN FRANCISCO AIRPORT

SCHEDULE No. 2
STATEMENT OF ANNUAL BOND INTEREST AND REDEMPTION BY FISCAL YEARS
DETAIL OF AMORTIZATION OF BOND PREMIUM—ACCRUAL BASIS

Date Sold	Premium	Accrued Interest	Rate of Interest	Lot 1 2%	Lot 2 1¾%	Lot 3 1 7/10%	Lot 4 ½%	Lot 5 1¾%	Lot 6 2%	Lot 7 1½%	Total
February 25, 1938	$714.35	$1,950.00	2%	$650,000	.....	.....	.....	.....	.....	.....	$650,000
August 4, 1938	561.20	489.27	1¾%	.....	$305,000	.....	.....	.....	.....	.....	305,000
February 23, 1939	1,885.00	1,596.11	1 7/10%	.....	.....	$650,000	.....	.....	.....	.....	650,000
August 16, 1939	.....	77.50	½%	.....	.....	.....	$124,000	.....	.....	.....	124,000
August 16, 1939	.....	385.00	1¾%	.....	.....	.....	.....	$176,000	.....	.....	176,000
July 9, 1940	463.00	233.33	2%	.....	.....	.....	.....	.....	$525,000	.....	525,000
July 9, 1940	.....	140.00	1½%	.....	.....	.....	.....	.....	.....	$420,000	420,000
	$3,623.55	$4,871.21		$650,000	$305,000	$650,000	$124,000	$176,000	$525,000	$420,000	$2,850,000

Date	Fiscal Year	ANNUAL BOND REDEMPTION							
January 1, 1940	1939-40	$65,000	$31,000	$65,000	$124,000	.....	.....	.....	$285.000
January 1, 1941	1940-41	65,000	31,000	65,000	.....	$19,000	$105,000	.....	285,000
January 1, 1942	1941-42	65,000	31,000	65,000	.....	19,000	105,000	.....	285,000
January 1, 1943	1942-43	65,000	31,000	65,000	.....	19,000	105,000	.....	285,000
January 1, 1944	1943-44	65,000	31,000	65,000	.....	19,000	105,000	.....	285,000
January 1, 1945	1944-45	65,000	30,000	65,000	.....	20,000	105,000	.....	285,000
January 1, 1946	1945-46	65,000	30,000	65,000	.....	20,000	.....	$105,000	285,000
January 1, 1947	1946-47	65,000	30,000	65,000	.....	20,000	.....	105,000	285,000
January 1, 1948	1947-48	65,000	30,000	65,000	.....	20,000	.....	105,000	285,000
January 1, 1949	1948-49	65,000	30,000	65.000	.....	20,000	.....	105.000	285,000
		$650,000	$305,000	$650,000	$124,000	$176,000	$525,000	$420,000	$2,850,000

ANNUAL BOND INTEREST EXPENSE

Fiscal Year								
1937-38	$4,550	.....	.....	.....	.....	.....	.....	$4,550.00
1938-39	13,000	$4,848.23	$3,928.89	.....	.....	.....	.....	21,777.12
1939-40	12,350	5,066.25	10,497.50	$232.50	$2,695.00	.....	.....	30,841.25
1940-41	11,050	4,523.75	9,392.50	.....	2,913.75	$9,216.67	$6,160.00	43,256.67
1941-42	9,750	3,981.25	8,287.50	.....	2,581.25	7,350.00	6,300.00	38,250.00
1942-43	8,450	3,438.75	7,182.50	.....	2,248.75	5,250.00	6,300.00	32,870.00
1943-44	7,150	2,896.25	6,077.50	.....	1,916.25	3,150.00	6,300.00	27,490.00
1944-45	5,850	2,362.50	4,972.50	.....	1,575.00	1,050.00	6,300.00	22,110.00
1945-46	4,550	1,837.50	3,867.50	.....	1,225.00	.....	5,512.50	16,992.50
1946-47	3,250	1,312.50	2,762.50	.....	875.00	.....	3,937.50	12,137.50
1947-48	1,950	787.50	1,657.50	.....	525.00	.....	2,362.50	7,282.50
1948-49	650	262.50	552.50	.....	175.00	.....	787.50	2,427.50
	$82,550	$31,316.98	$59,178.89	$232.50	$16,730.00	$26,016.67	$43,960.00	$259,985.04

DETAIL OF AMORTIZATION OF PREMIUM

Fiscal Year								
1937-38	$39.37	.....	.....	.....	.....	.....	.....	$39.37
1938-39	112.50	$86.88	$125.15	.....	.....	.....	.....	324.53
1939-40	106.88	90.79	334.37	.....	.....	.....	.....	532.04
1940-41	95.63	81.07	299.18	.....	.....	$164.02	.....	639.90
1941-42	84.38	71.34	263.98	.....	.....	130.80	.....	550.50
1942-43	73.12	61.62	228.78	.....	.....	93.43	.....	456.95
1943-44	61.87	51.90	193.58	.....	.....	56.06	.....	363.41
1944-45	50.62	42.34	158.39	.....	.....	18.69	.....	270.04
1945-46	39.37	32.93	123.19	.....	.....	.....	.....	195.49
1946-47	28.12	23.52	87.99	.....	.....	.....	.....	139.63
1947-48	16.87	14.11	52.79	.....	.....	.....	.....	83.77
1948-49	5.62	4.70	17.60	.....	.....	.....	.....	27.92
	$714.35	$561.20	$1,885.00	.....	.....	$463.00	.....	$3,623.55

SAN FRANCISCO AIRPORT

OPERATING FUND—APPROPRIATION STATEMENT

As of June 30, 1944

Appropriation Number	Expenditures	Encumbrances	Unencumbered Balance of Allotments	Total Allotted To Date	Unallotted Balance of Ap'priat'n	Reserve	Supplemental Appropriations and Transfers	Original Appropriation	Departmental Encumbrance Adjustment	Unencumbered Balance of Allotments
364.110.00	$45,834.69	.....	$70.62	$45,905.31	.....	$173.87	*$414.82*	$46,494.00	.....	$70.62
111.00	1,189.30	.....	868.70	2,058.00	.....	.....	.....	2,058.00	.....	868.70
120.00	1,720.79	.....	50.34	1,771.13	$407.69	.....	678.82	1,500.00	.....	50.34
200.00	8,065.86	$1,625.42	333.72	10,025.00	.....	.....	750.00	9,275.00	.....	333.72
211.00	.....	1,889.00	.....	1,889.00	.....	.....	1,889.00	.....	*$13.00*	13.00
212.00	4,645.56	9,347.56	6.88	14,000.00	.....	.....	2,000.00	12,000.00	*1,674.24*	1,681.12
300.00	1,905.30	1,970.04	964.66	4,840.00	.....	.....	*750.00*	5,590.00	*187.26*	1,151.92
801.00	6.00	250.00	263.00	519.00	.....	.....	.....	519.00	.....	263.00
813.00	.....	600.00	.....	600.00	.....	.....	.....	600.00	.....	.....
815.00	.....	1,760.00	1,994.00	3,754.00	.....	.....	*900.00*	4,654.00	.....	1,994.00
815.01	2,478.96	.....	21.04	2,500.00	.....	.....	.....	2,500.00	.....	21.04
870.00	3,801.99	.....	98.01	3,900.00	.....	.....	*1,100.00*	5,000.00	5.26	92.75
900.00	385.85	500.00	114.15	1,000.00	.....	.....	.....	1,000.00	*126.96*	241.11
992.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
991.00	5,216.32	3,789.09	145.49	9,150.90	.....	.....	9,150.90	.....	*1,528.75*	1,674.24
991.50	.....	.....	1,130.00	1,130.00	.....	.....	1,130.00	.....	1,120.25	9.75
991.50–1	.....	919.00	196.00	1,115.00	.....	.....	1,115.00	.....	.....	196.00
364.970.00	521.70	.....	.....	521.70	.....	.....	521.70	.....	.....	.....
999.00	5,484.77	585.58	1,003.59	7,073.74	.....	.....	7,073.74	.....	.....	1,003.59
999.02	*2,268.94*	1,200.00	1,068.94	.....	.....	.....	.....	.....	400.00	668.94

264.200.00	2,610.42	.....	607.07	3,217.49	.....	.....	3,217.49	.....	.....	607.07
266.01	2,372.65	.....	315.88	2,688.53	.....	.....	2,688.53	.....	.....	315.88
300.00	2,762.86	.....	237.29	3,000.15	.....	.....	3,000.15	.....	.....	237.29
400.00	201.92	.....	.99	202.91	.....	.....	202.91	.....	.....	.99
800.00	3,527.00	.....	268.22	3,795.22	.....	.....	3,795.22	.....	.....	268.22
900.00	397.09	.....	102.91	500.00	.....	.....	500.00	.....	.....	102.91
164.200.00	32.06	.....	47.94	80.00	.....	.....	80.00	.....	.....	47.94
Total Airport Operating Fund.	$90,892.15	$24,435.49	$9,909.44	$125,237.08	$407.69	$173.87	$34,628.64	$91,190.00	*$2,004.70*	$11,914.14
Closed to Unappropriated Balance of Funds	$87,944.77	.....	$101.42	$88,046.19	$407.69	$173.87	*$2,562.25*	$91,190.00	.....	$101.42
Forward to 1944-45	$2,947.38	$24,435.49	$9,808.02	$37,190.89	0	0	$37,190.89	0	*$2,004.70*	$11,812.72
										a/c 2900

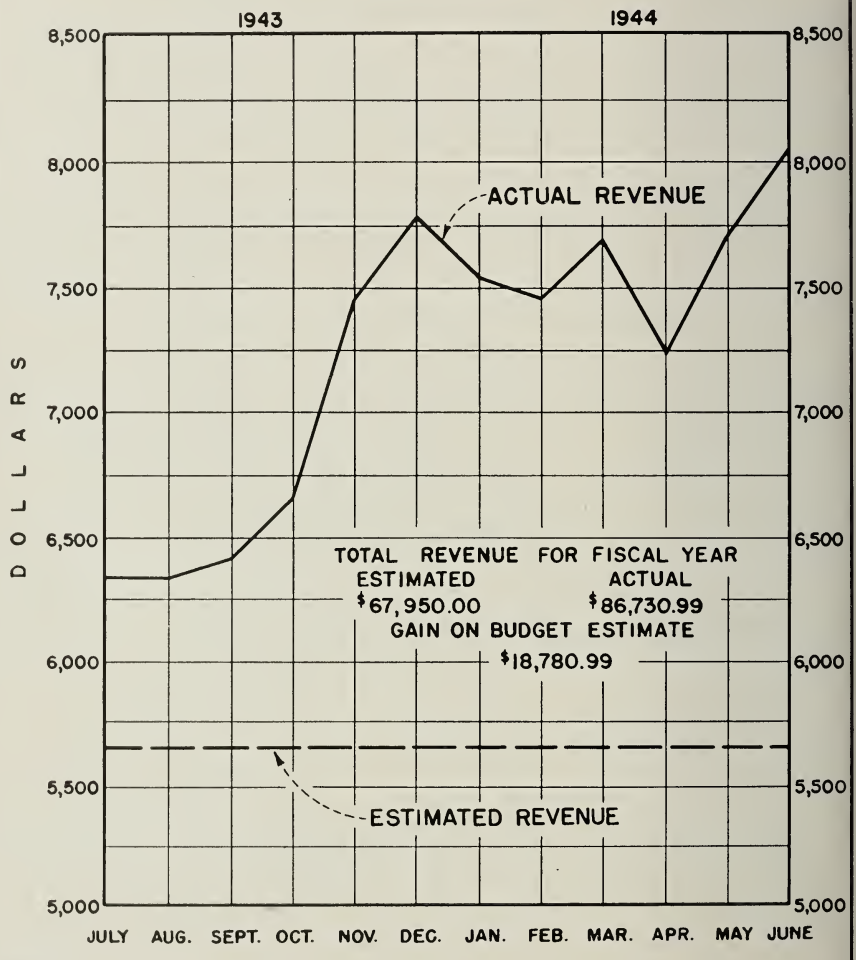
BUDGET TRANSFERS

364.231.00	$31,726.02	.....	$1,773.98	$33,500.00	.....	.....	$6,000.00	$27,500.00	.....	$1,773.98
800.02	315,180.00	.....	.....	315,180.00	.....	.....	.....	315,180.00	.....	.....
860.00	1,680.04	.....	679.96	2,360.00	.....	.....	.....	2,360.00	506.87	173.09
Total Budget Transfers	$348,586.06	.....	$2,453.94	$351,040.00	.....	.....	$6,000.00	$345,040.00	$506.87	$1,947.07
Closed to Unappropriated Balance of Funds	$348,586.06	.....	$1,947.07	$350,533.13	.....	.....	$5,493.13	$345,040.00	$506.87	$1,440.20
Forward to 1944-45	0	.....	$506.87	$506.87	.....	.....	$506.87	0	0	$506.87
										a/c 2655

Italic figures denote loss and deficiency.

SAN FRANCISCO AIRPORT FISCAL YEAR 1943-44

Monthly Comparison of Actual Revenue with Budget Estimates



REVENUE:

	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE
ESTIMATED	$5,663	5,663	5,663	5,663	5,663	5,663	5,663	5,663	5,663	5,663	5,663	5,663
ACTUAL	$6,347	6,339	6,416	6,655	7,469	7,780	7,543	7,464	7,691	7,245	7,727	8,054

THE LAST RIDE BY HORSE CAR DOWN MARKET STREET

Mayor Lapham, who led the forces for acquisition of the Market Street Railway, climaxes the campaign at the "controls."

MUNICIPAL RAILWAY OF SAN FRANCISCO

WM. H. SCOTT
General Manager

WM. H. SCOTT
Manager, Municipal Railway

General:

The Municipal Railway on June 30, 1944, had completed thirty-one and one-half years of continuous operation in furnishing transportation to the people of San Francisco. This period includes over two years and a half of operations under war conditions since December 8, 1941. Due to the vital importance and increasing demands for transportation in connection with the war effort, the past year's business was the greatest in the railway's history. The volume of travel increased to such an extent that the railway mangement was taxed to the utmost to provide service facilities and secure operating personnel.

Passenger revenue for the year amounted to $6,661,889, an all-time high in the railway's history. This compares with the previous year's figure of $5,571,933 which was a previous record high. The increase over the previous year was $1,089,956, or 19.56 per cent. As compared with the figures for the year ended June 30, 1941, of $4,057,698, the increase is $2,604,191, or 64.18 per cent. The record passenger receipts for a single day during the year occurred on March 25, 1944, and amounted to $22,060.55. A comparison of the daily average passenger receipts for the fiscal years 1941-1942, 1942-1943, and 1943-1944 is given below.

DAILY AVERAGE PASSENGER RECEIPTS

	1943-1944 1943	1942-1943 1942	1941-1942 1941
July	$16,895	$13,162	$10,691
August	16,936	13,384	10,895
September	17,665	13,989	11,398
October	18,017	14,636	11,731
November	18,119	14,221	11,155
December	17,714	15,919	11,208
Total—July to December	$17,554	$14,220	$11,179

	1944	1943	1942
January	$17,527	$15,208	$11,456
February	18,374	16,163	11,948
March	19,484	16,403	12,455
April	19,193	16,614	12,611
May	19,091	16,469	12,462
June	19,482	17,134	13,097
Total—January to June	$18,859	$16,329	$12,339
Total—Fiscal Year	$18,203	$15,266	$11,754

Cash passenger receipts per hour operated for the year were $5.58 for street cars as compared with $5.06 in 1942-1943, $4.33 in 1941-1942, and $4.07 in 1940-1941.

For motor coaches the figures were $2.71 per hour as compared with $2.22 in 1942-1943, $1.78 in 1941-1942, and $1.87 in 1940-1941.

Trolley coaches showed $4.86 per hour as compared with $4.13 in 1942-1943, and $3.30 in 1941-1942, the first year of operation.

The gross receipts per hour operated for cars and coaches combined were $5.26 in the year 1943-1944, $4.73 in 1942-1943, $4.02 in 1941-1942, and $3.87 in 1940-1941.

Total passengers carried amounted to 167,348,356, an increase of 24,452,130, or 17.11 per cent over the previous year and an all-time high in the history of the railway. As compared with the year 1940-1941, the increase was 58,526,345, or 53.78 per cent.

Net profit for the year was $897,504, as compared with $846,048 in the previous year, an increase of $51,456, or 6.08 per cent. This was after a provision of $710,281 for depreciation in 1943-1944 as compared with the figure of $415,962 in the previous year. Comparing the 1943-1944 net profit with that of 1940-1941, an increase of $731,644, or 441.12 per cent is shown.

Street car operations resulted in a profit of $957,429, motor coach operations resulted in a loss of $123,458, and trolley coach operations resulted in a profit of $63,534. As compared with the previous year, this is an increase in the profit from street car operations of $42,191, an increase in the loss from motor coach operations of $4,985, and an increase in the net profit from trolley coach operations of $14,250.

While the large volume of business handled by the Municipal Railway during the year has resulted mainly from the abnormal demands for transportation due to the war, consideration must also be given to the difference in the rates of fares between the three transportation systems operating.

On the Municipal Railway lines the fare was 5 cents with a free transfer privilege. On the Market Street Railway Company lines it was 7 cents with a free transfer privilege. The fare on the California Street Cable Railroad Company was 6 cents with a transfer privilege at a few points only.

The net profit from all operations for the year of $897,504 resulted after provision of $710,281 for depreciation, $261,411 for a reserve for accidents, and $47,083 for the payment of bond interest.

In considering this net income of $897,504, it should be noted that the Municipal

Railway still maintains a wage scale higher than the average paid by private street railway companies, and also provides for payment to employees on sick leave and vacations, and matches their contributions to the retirement system. The increase in the wage scale of platform employees over last year was 5 cents per hour.

After providing for bond redemption, there remained a surplus of $797,504. This surplus will become available for such extensions and betterments as may be recommended by the Public Utilities Commission or otherwise authorized in the future.

Gross operating revenue for the fiscal year ended June 30, 1944, was the highest in the history of the railway and amounted to $6,713,701, an increase of $1,096,333, or 19.52 per cent over the previous year.

Operating expenses (not including reserves for depreciation and accidents or bond interest) amounted to $4,806,768, an increase of $672,265, or 16.26 per cent over last year. Included in the operating expenses are costs of sick and military leaves, costs of wage and salary increases, and costs for penalty overtime due to the shortage of platform men. Considering that car and coach hours operated increased 86,987 hours and making allowance for general wage increases, the increase in operating expenses is not deemed excessive.

Comparison of the budget estimate with actual results of operation for the fiscal year shows an increase over estimated receipts of $930,745 (due to the great increase in business on account of the war) and a decrease of estimated expenditures of $32,110, a net saving on the budget estimate of $962,855.

The total mileage operated by the Municipal Railway cars and coaches during the year was 12,100,522, an increase of 778,128 miles, or 6.87 per cent over the previous year, and was the greatest mileage operated in the history of the railway. Mileage of street cars increased 732,353 miles, and coach mileage increased 45,775 miles.

Car and coach hours operated totaled 1,278,151 hours, an increase of 86,987 hours, or 7.30 per cent as compared with the previous year, and also an all-time high for the railway.

Street car hours increased 81,431 hours, motor coach hours increased 4,138 hours, and trolley coach hours increased 1,418 hours.

Motor coach route No. 4, The Embarcadero route, operated at a profit of $50,220, which is the seventh year in the seventeen and one-half years of operation that this coach line has shown a profit. This compares with a profit of $24,411 last year, an increase of $25,809, or 106.73 per cent. The increase in profit is due to the greatly increased riding on this route which serves the waterfront area. Total passengers carried in 1943-1944 amounted to 2,398,002 as compared with 1,556,874 in the previous year.

In accordance with an agreement between the City and County of San Francisco and the State Board of Harbor Commissioners, the Municipal Railway is subsidized for the loss in any one year up to $18,000. As no loss is shown for the fiscal year, there is no payment due. Service was furnished during the year to both the Ferry terminal and to the Bay Bridge loop. The Bay Bridge loop, which was constructed from Municipal Railway funds and placed in operation in January, 1939, is jointly used with the Market Street Railway Company, which company pays the Municipal Railway an annual rental of $7,702. In addition to this

FARE, PLEASE!

Marshall Dill, President, Public Utilities Commission, posed as conducter of horse car, collects transfer from Mrs. Helen Lapham, wife of the Mayor.

amount, the Market Street Company paid the sum of $5,297 as their proportion of maintenance expense for the year.

For the purpose of determining the amount of a reasonable annual depreciation provision, and in accordance with the provisions of section 128 of the charter, in 1938 a survey of the Municipal Railway properties as of June 30, 1938, was made by accountants and engineers. As a result of this survey, certain basic rates of depreciation and lives of properties were established. Application of these rates and property lives to the cost of road and equipment as of June 30, 1943, was made and resulted in a provision for depreciation for the fiscal year 1943-1944 of $395,939. Due to the greatly increased use of the properties and equipment tending to reduce the normal lives of same, it was decided to provide an additional amount of $314,342 as a special depreciation. The total amount provided for depreciation was therefore $710,281, which was 6.47 per cent of the cost of road and equipment as of June 30, 1943. (See schedule II of this report.) As of June 30, 1944, the balance in the depreciation reserve was $7,865,329.

The only indebtedness against the Municipal Railway property at the present time is the Municipal Railway bond issues of 1913 originally issued for $3,500,000 of which $900,000 is still outstanding and which amount is to be amortized at the rate of $100,000 per year for the next nine years.

The retention of the 5-cent fare with free transfer privilege on the Municipal Railway lines has afforded the car and coach riders of this system a large saving during the year. As the average fare in the United States on street railways is about 8.33 cents, it is conservative to estimate this saving to riders served by the Municipal Railway for the past year at over $4,400,000.

The number of employees as of June 30, 1944, was 1,531, an increase of 107 over the same day in 1943. Due to the large number of employees leaving the railway on account of inductions and enlistments into military service and taking other employments in the war industries, a major problem continued as in the previous year to obtain a sufficient number of employees to meet the demands of operation. This labor shortage affected not only the transportation department of the railway but also the mechanical and clerical forces. Evidencing the seriousness of this condition, the Municipal Railway during the fiscal year ended June 30, 1944, experienced the largest turnover in platform employees in any year during its period of operation. New platform employees numbering 704, both men and women, were trained and qualified in addition to 199 who failed to qualify during their instruction periods. This is equivalent to a labor turnover of over 59 per cent as compared to a normal year of between 5 and 8 per cent.

The employment of women to replace men to operate street cars, both as conductorettes and motorwomen, helped to a great extent to relieve this situation. There were 212 women platform employees as of June 30, 1944.

At the close of the previous fiscal year, the Municipal Railway on May 5, 1943, became a member of the Stabilization and Utilization Plan of the War Manpower Commission. Under this plan, employees desiring to leave the railway to work in other industries were required to obtain work clearance certificates from the railway. The operation of this plan reduced considerably the number of employees leaving the railway during the past year.

On June 14, 1943, the Municipal Railway filed with the director of Selective Service at Sacramento a replacement list providing for the orderly withdrawal on fixed dates of employees drafted into the armed forces. This also tended to alleviate the labor shortage.

During the year considerable newspaper and radio advertising was resorted to in order to secure platform and other employees greatly needed.

The policy of billing automobile drivers involved in accidents resulting in damage to Municipal Railway property, where responsibility is determined to be theirs, has resulted in the railway collecting 125 claims, totaling $5,018, during the year. Since the inception of this policy in 1941, the total claims collected totalled 466 and the amount collected $10,345. Claims outstanding as of June 30, 1944, totaled $13,960.

The management of the railway has made every effort under increasingly difficult operating conditions to carry out its regular program of accident prevention and service improvement with the view of lowering accident costs, improving service, cultivating good public relations through courtesy, and of reducing operating costs. This program consists of constant personal instructions and periodical notices and bulletins to street car and coach operators on the best methods of operating passenger equipment and of handling the public. The large number of new platform employees, evidenced by a labor turnover of over 59 per cent for the year, and the great volume of traffic handled, required constant efforts along the lines stated, but the results were not as satisfactory as in normal years. Further curtailment of the use of private motor vehicles through gasoline rationing, which originally went into effect on December 1, 1942, occurred when gasoline allowances were again reduced on October 12, 1943, and on March 22, 1944, and added to the railway's problem of providing needed transportation.

The program of staggered hours instituted in November, 1942, was continued during the past year. By changing the working hours of industrial, store, bank, and other employees, it is sought to level the peak loads on cars and coaches and spread same over longer periods. However, the volume of traffic was so great that the peak loads were still more than could be adequately handled.

On May 16, 1944, at a primary and special election, the people approved the purchase of the operative properties of the Market Street Railway for the amount of $7,500,000, payment of $2,000,000 to be made in cash and the balance of $5,500,000 to be paid from the earnings of the acquired Market Street Railway properties. The vote was 108,621 for, and 84,078 against—a majority of 24,543. Full and favorable publicity was given by the press and most all civic bodies and leaders. Mayor Roger D. Lapham personally made every effort to secure approval by the voters, and through his appeals to the people and to civic bodies he is credited with the voters' decision to purchase.

The fare on the unified system is to be 7 cents with a free universal transfer privilege to all lines, and it is estimated that the balance of $5,500,000 will be paid out of earnings within the next four years.

Plans are being made to utilize to the maximum all existing equipment, trackage, and facilities of the two systems and to make extensions, revisions, and reroutings of present lines to use the available facilities more advantageously. The acute labor shortage is a major problem to contend with in this connection.

At the end of this report in the chronology will be found the dates and vote results of all previous elections to purchase the properties of the Market Street Railway, but at which elections such purchase was not approved.

Thirty-one and One-half Years' Operation:

The Municipal Railway on June 30, 1944, had completed thirty-one and one-half years' operation. The total income from all sources from the start of operations on December 28, 1912, to June 30, 1944, amounted to $108,473,424, and included $5,481,000 received from the sale of bonds, $1,580,606 contributed, $683,859 interest on bonds owned and on daily cash balances, $70,230 received as subsidy from the State Board of Harbor Commissioners, and $350,539 miscellaneous profit and loss items. Passenger and other revenue totaled $100,307,190.

The total expenditures other than capital expenditures from the start of operations on December 28, 1912, to June 30, 1944, were $87,179,276, of which operating expenses amounted to $79,797,143, bond interest charges $4,513,184, payments for injuries and damages $2,715,280, and miscellaneous profit and loss charges $153,669.

Bonds totaling $4,581,000 were retired out of a total of $5,481,000 issued.

Capital expenditures for road and equipment purchased amounted to $12,734,908, of which $5,481,000 was derived from moneys received from bond sales, $5,218,664 from earnings and contributions, and $2,035,244 from the reconstruction and replacement fund.

Road and equipment retired totaled $1,661,231, of which $1,407,838 was charged to the depreciation reserve and $253,393 charged to operating expense or salvaged. This leaves a balance of road and equipment on hand and in use on June 30, 1944, of $11,073,677.

On June 30, 1944, net cash, receivables, and stores on hand after deducting all liabilities, resulted in net free assets in the amount of $4,231,634. This compares with net free assets of $2,836,332 shown on June 30, 1943, an increase of $1,395,302, or 49.19 per cent.

During thirty-one and one-half years of operation, the Municipal Railway carried 2,523,308,923 passengers. Passenger and coach miles operated totaled 267,980,289, and car and coach hours operated totaled 27,879,735.

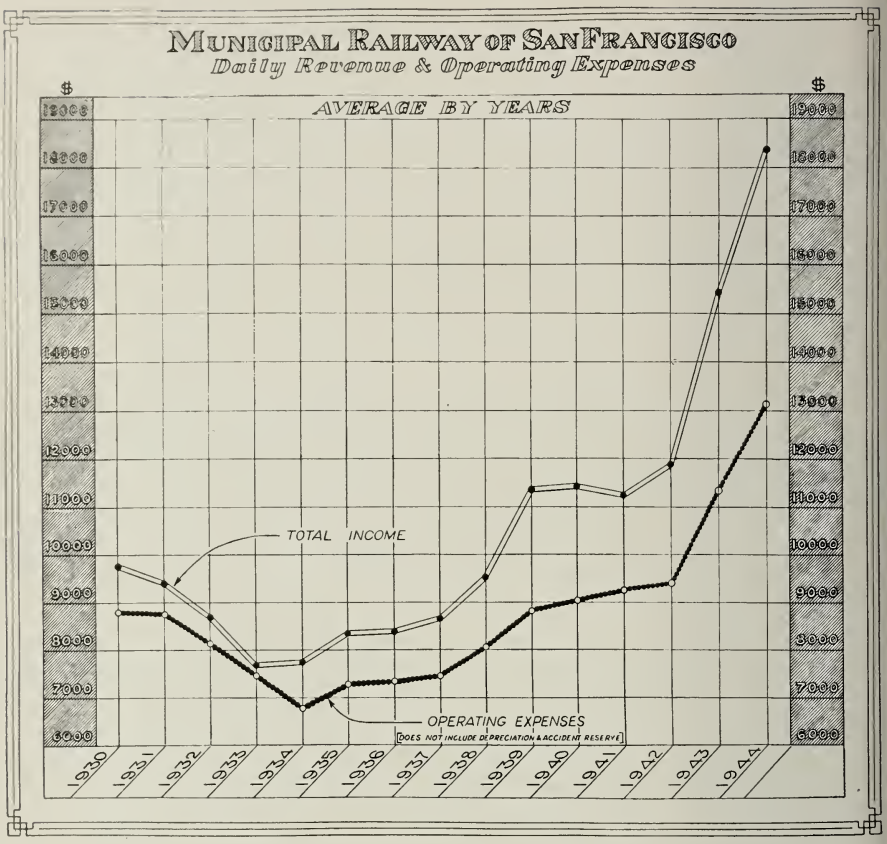
ORGANIZATION AND PERSONNEL

Management:

Wm. H. Scott	Manager
Thos. M. Kennedy	Secretary

Transportation:

Eugene W. Clisbee	Superintendent of Transportation
Duke C. Ormsby	Assistant Superintendent of Transportation
Thos. A. Cox	Division Superintendent
Lawrence G. Marshall	Division Superintendent
Wesley R. Mason	Senior Instructor
William D. Ratto	Instructor
Richard H. Furth	Instructor
Albert C. Johnson	Instructor
Joseph D. Brogan	Supervisor of Schedules
John Casey	Assistant Supervisor of Schedules



Claims:

Donald Mazzoni.....Claims Adjuster

Maintenance:

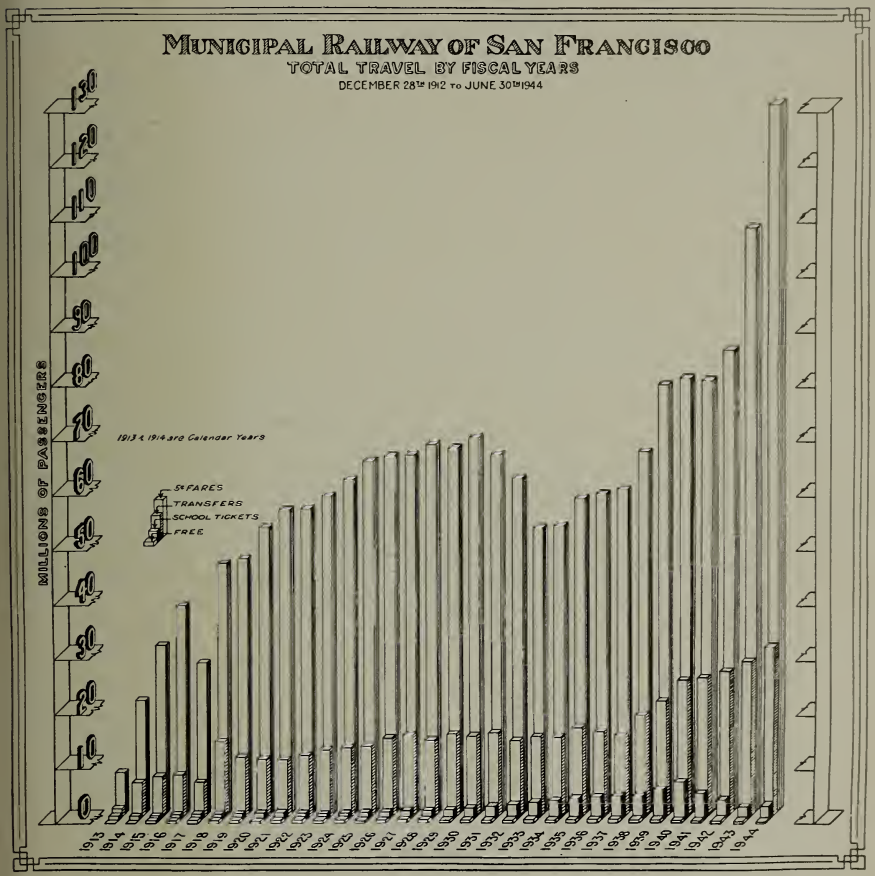
Wm. C. Bendel.....Superintendent of Equipment and Overhead Lines
Daniel P. Haggerty...Asst. Superintendent of Equipment and Overhead Lines
Frank J. Sheehan.....Maintenance of Way Engineer

Accounting:

Geo. C. Quinn.....Senior Accountant
Melvin F. Kraut.....Accountant
Merlin L. Henry.....Timekeeper

Auditing and Accounting:

The accounts of the Municipal Railway are maintained in accordance with the forms and requirements of the State Railroad Commission insofar as these are applicable to publicly owned and operated utilities, and also in accordance with



section 64 of the charter of the City and County of San Francisco. The centralized control system installed by the controller has been merged with these accounts, with the result that no obligation may be incurred without prior certification of the controller that funds are available to discharge said obligation when it becomes due.

The cash balances of the Municipal Railway funds were verified in the treasurer's office as of June 30, 1944, and with the exception of settlements for injuries and damages provision has been made for all ascertained liabilities outstanding as of June 30, 1944.

The accounts and activities of the Municipal Railway are audited currently by the Municipal Railway auditing staff, and frequent audits on various phases of the railway operations are made by forces of the controller's office. As provided in ordinance 9.0621, an annual audit of the department is made as of June 30 by a firm of certified public accountants. The accountants' report is not available at the time this department's statement goes to press, hence there may be minor differences between the two reports due to reclassification and adjustments made by the accountants.

Maintenance of Track and Roadway:

The usual high standard of maintenance in effect on the Municipal Railway's properties has been maintained during the fiscal year. However, since December, 1941, due to the war conditions restricting the use of critical track materials and also due to the shortage of labor, track replacements have been confined mainly to small replacement jobs which were absolutely essential to the operation of the railway.

The expenditures for track and paving repairs under maintenance for the year totaled $200,346, and the amount expended for replacements of crossings and paving was $65,015, making a total of $265,361 expended for track work.

During the year on general maintenance and small replacements 2,715 lineal feet of single track was reconstructed, 49,365 square feet of concrete paving base seven inches deep was placed, and 385,362 square feet of asphalt paving was renewed.

The thermit welding process of repairing broken rails was continued during the year, and a total of 288 welds was made under general maintenance.

Overhead trolley wire replaced during the year totaled 2.5 miles at a cost of $2,375.

Funds for major replacements of tracks on Market Street between Kearny Street and Castro Street were available, but the work was deferred due to war conditions.

Maintenance Jobs:

No items of unusual maintenance chargeable to operating expense were set up during the year nor were any expenditures made for such items.

New Construction and Additions:

Purchase orders for twenty-three motor coaches issued in 1942 remained unfilled on account of inability to obtain approval of delivery by the federal government.

Likewise approval by the government could not be obtained for the purchase of ten trolley coaches for which funds were available.

No major new construction work was performed during the year. Funds for the conversion of line "E" from electric street car to trolley coach operation and for construction of a new motor coach garage were provided, but the work has been deferred.

Under construction job No. 155, a new room for the timekeeping department was constructed at a cost of $1,458.43.

Expenditures for office machines and furniture amounted to $7,207.28.

The total expenditures for new construction and equipment during the year were $12,096.63. A complete statement follows:

STATEMENT OF EXPENDITURES FROM OPERATING FUND OR CONTRIBUTED FOR ADDITIONS, BETTERMENTS AND NEW CONSTRUCTION

Amount expended 1942-1943—Extension and Betterment and Construction Jobs in Progress July 1, 1943	$3,631.30
Amount expended 1943-1944—Extension and Betterment and Construction Jobs and Direct Charges to Road and Equipment	12,096.63
Amount Contributed	0
Total	$15,727.93

The various jobs and items making up this total are listed below:

Construction Job No. 153—Labor and material for building body and crane rail and appurtenances including painting on White Truck No. 0044 to be used as a wrecker at Seventeenth Street Car House. Total cost	$509.89
Construction Job No. 154—Constructing addition to present convenience station at end of "H" line at Laguna Street (for women). Total cost	606.08
Construction Job No. 155—Constructing partition in recreation room —top floor Geary Car House for use of timekeeping department. Total cost	1,458.43
Construction Job No. 157—Constructing and installing new style fare box stanchions for 41 motor coaches, 9 trolley coaches and 10 streamline cars on account of change in fare boxes. Incomplete. Cost to June 30, 1944	371.83
Extension and Betterment Job No. 237—Construction of motor coach garage including engineering. Incomplete. Cost to June 30, 1944	369.28
Extension and Betterment Job No. 251—Construction of overhead and other facilities for Union Street trolley coach lines. Incomplete. Cost to June 30, 1944	4,059.37
Purchase of miscellaneous office machines and furniture	7,207.28
Purchase of miscellaneous motor coach garage equipment	234.43
Purchase of miscellaneous shop equipment	148.32
Purchase of miscellaneous trolley coach shop equipment	45.11
Purchase of double reduction gear with Hypoid assembly for use in trolley coaches	717.91
Total	$15,727.93

Reconstruction and Replacements:

Due to war conditions, replacements of tracks and equipment were confined to such jobs as were absolutely essential to operation, and therefore no extensive replacements were undertaken.

For the above reason no expenditures were made on replacement job No. 1410 for which the amount of $202,000 was provided to replace tracks on Market Street between Valencia and Castro Streets, including removal of outer tracks and the reconstruction of inner tracks for operation by all lines on the inner tracks as per Public Utilities Commission resolution No. 4008. Previous expenditures on this job amounted to $2,037.65.

The principal track reconstruction and equipment replacement jobs performed during the year were as follows:

Under replacement job No. 1449, crossing inbound Municipal Railway tracks on Market Street over Municipal Railway tracks into Eleventh Street were replaced by railway forces at a total cost of $4,643.77, of which amount $2,298.11 was expended during the year 1943-1944.

Under replacement job No. 1478, crossing inbound Market Street Railway Company's tracks on Market Street over Municipal Railway tracks from Eleventh Street were replaced by railway at a total cost of $3,557.94.

Under replacement job No. 1495, replacement was made of gables, roof, skylights, and roof ventilators at the Geary Boulevard car house at a total cost of $10,668.13.

Under replacement job No. 1503, crossing outbound Municipal Railway track on Market Street over Market Street Railway Company's tracks at Kearny Street was made by railway forces at a total cost of $3,564.46.

Under replacement job No. 1510, part of left-hand branch-off southbound track on Van Ness Avenue into Oak Street was replaced by railway forces at a total cost of $1,684.29.

Under replacement job No. 1511, 241 type D. P. fare boxes were replaced by new type fare boxes registering dimes, nickels, pennies and tokens. Incomplete cost to June 30, 1944, was $16,063.08.

Under replacement jobs No. 1498 and No. 1506, replacements of overhead wiring units in various sections of the Municipal Railway were made by railway forces at a total cost of $2,375.01.

Under replacement jobs No. 1499 and No. 1507, replacements of large units of paving in various sections of the Municipal Railway were made by forces of the Department of Public Works at a total cost of $51,049.42.

Under various replacement job numbers, miscellaneous crossing, track, and equipment replacements were made principally by railway forces at a total cost of $8,996.16.

The total amount expended during the fiscal year for replacements was $100,256.60. A statement showing this amount plus jobs in progress at the beginning of the year follows:

STATEMENT OF EXPENDITURES FOR RECONSTRUCTION AND REPLACEMENTS

Amount expended 1941-1942 (Replacement Jobs in Progress July 1, 1943)	$4,383.31
Amount expended 1942-1943 (Replacement Jobs in Progress July 1, 1943)	2,965.90
Amount expended 1943-1944 (Reconstruction and Replacement Fund —Exhibit "C")	99,331.04
Amount expended 1943-1944 Operating Fund	925.56
Turn-in value received on replacement Jobs 1943-1944	0
Total	$107,605.81

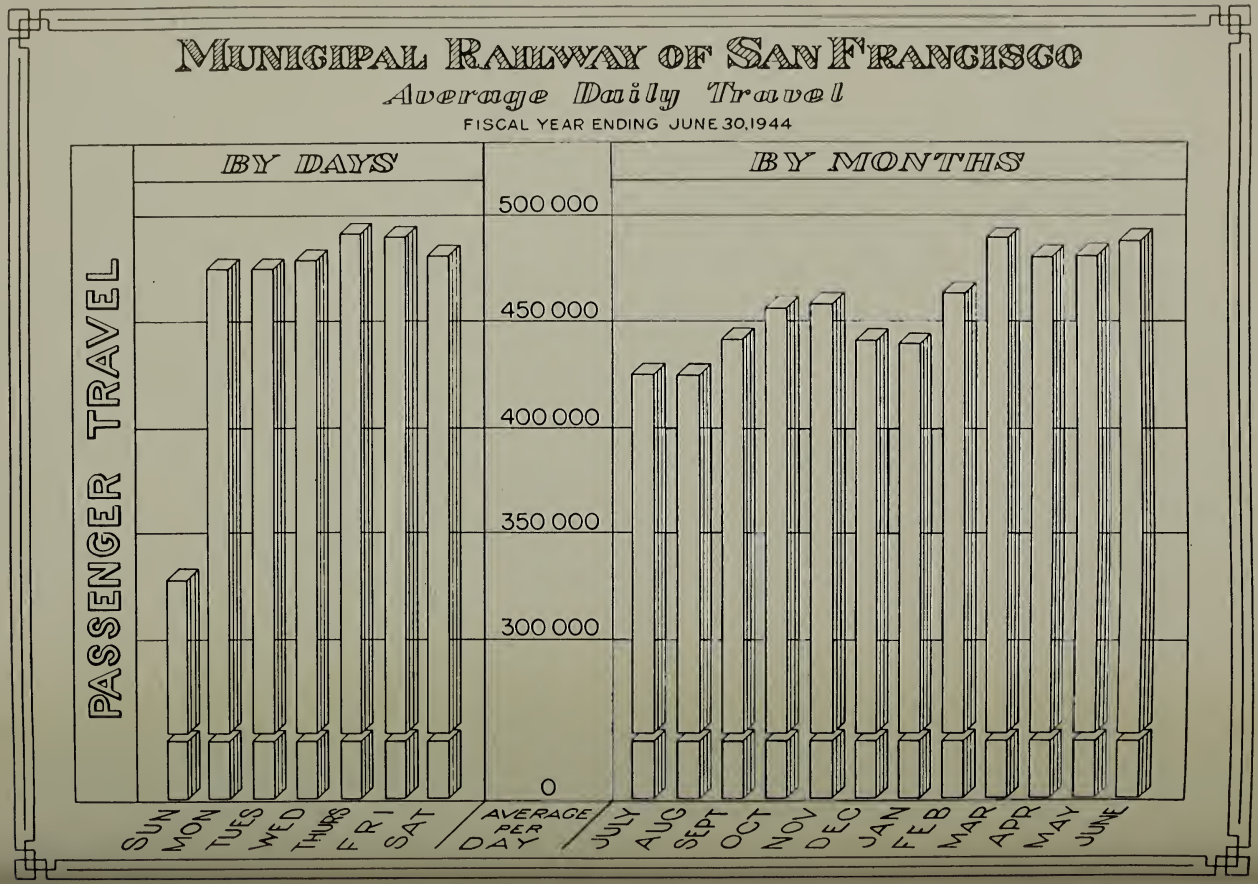
The various jobs making up this total are listed below:

Replacement Job No. 1410—Replacement of tracks on Market Street between Valencia and Castro Streets. Incomplete. Cost to June 30, 1944	$2,037.65
Replacement Job No. 1449—Replacement of crossing, inbound, Municipal Railway tracks on Market Street over Municipal Railway tracks into Eleventh Street. Total cost	4,643.77
Replacement Job No. 1478—Replacement of crossings, inbound Market Street Railway Company's track on Market Street over Municipal Railway tracks from Eleventh Street. Total cost..."...	3,557.94
Replacement Job No. 1482—Replacement of rail, ties, ballast and other materials as are necessary to recondition "M" line between St. Francis Circle and Junipero Serra Boulevard. Incomplete. Cost to June 30, 1944	1,522.80
Replacement Job No. 1495—Replacement of parapet gables, roof, skylights, roof ventilators and vent pipes at Geary Street Car House. Total cost	10,668.13
Replacement Job No. 1496—Replacement of switch castings B. H. in left-hand crossover inbound track on Geary Street between Grant Avenue and Kearny Street and straight rail from heel of switch to frog. Total cost	521.72
Replacement Job No. 1497—Replacement of switch and mate castings in outbound track on Market Street at west side of Van Ness Avenue. Total cost	921.38
Replacement Job No. 1498—Replacement of overhead wiring units in various sections of the Municipal Railway from July 1, 1943, to December 31, 1943. Total cost	596.04
Replacement Job No. 1499—Replacement of large units of paving in various sections of the Municipal Railway from July 1, 1943, to December 31, 1943. Total cost	25,163.43
Replacement Job No. 1500—Engineering studies in connection with major paving replacements July 1, 1943, to December 31, 1943. Total cost	2,986.71
Replacement Job No. 1501-A—Replacement of 440 feet of cable underground feeder No. 1473 at Seventh Avenue and Plaza Street near Forest Hill Station. Total cost	925.56

Replacement Job No. 1503—Replacement of crossing, outbound Municipal Railway track on Market Street over Market Street Railway Company's tracks at Kearny Street. Total cost	3,564.46
Replacement Job No. 1505—Engineering studies in connection with major paving replacements January 1, 1944, to June 30, 1944. Total cost	2,463.59
Replacement Job No. 1506—Replacement of overhead wiring units in various sections of the Municipal Railway from January 1, 1944, to June 30, 1944. Total cost	1,778.97
Replacement Job No. 1507—Replacement of large units of paving in various sections of the Municipal Railway January 1, 1944, to June 30, 1944. Total cost	25,885.99
Replacement Job No. 1508—Replacement of iron pipe coduit imbedded in concrete, and paper insulated lead-covered cable at Forest Hill Station and the last Pacific Gas & Electric Company manhole at Laguna Honda Boulevard. Incomplete. Cost of June 30, 1944	370.29
Replacement Job No. 1509—Engineering expense in connection with study of new equipment to replace present Type of equipment when materials are available. Total cost	839.24
Replacement Job No. 1510—Replacement of part of left-hand branchoff, southbound track on Van Ness Avenue into Oak Street. Total cost	1,684.29
Replacement Job No. 1511—Replacement of 241 type D. P. fare boxes by D. M.-2 Fare Boxes, and replacement of 64 type "J" Fare Boxes by 5 type D. M.-2 and 59 type D. M.-2 motorized Fare Boxes. Incomplete. Cost to June 30, 1944	16,063.08
Replacement Job No. 1513—Replacement of combination cable-electric track on north side of ferry loop where present outside loop joins old cable track with electric track rail. Total cost	890.50
Replacement Job No. 1515—Replacement of a section of the outbound Municipal Railway track on Market Street and a section of the northbound track on Oak Street by a connection joining both tracks. Incomplete. Cost to June 30, 1944	88.07
Replacement Job No. 1516—Replacement of northwest quarter of double track over single track crossing at Van Ness Avenue and Ellis Street. Total cost	432.20
Total	$107,605.81

Transportation:

The transportation department had a heavy task in its endeavor to provide needed service to meet the unprecedented demands due to the war effort and to the curtailment of the use of private automobiles on account of tire and gasoline rationing. The inability of the railway to secure federal approval of the purchase of passenger cars and coaches, and the acute shortage of platform employees, added greatly to the task. The total number of passengers carried of 167,348,356 for the year, with the existing facilities of 238 street cars and fifty coaches, indicates the vast difficulty encountered in providing adequate service. The total passengers carried is a record high in the railway's history and exceeds the


MUNICIPAL RAILWAY OF SAN FRANCISCO
Average Daily Travel
FISCAL YEAR ENDING JUNE 30, 1944
BY DAYS
BY MONTHS
PASSENGER TRAVEL
500 000
450 000
400 000
350 000
300 000
0
SUN
MON
TUES
WED
THURS
FRI
SAT
AVERAGE PER DAY
JULY
AUG
SEPT
OCT
NOV
DEC
JAN
FEB
MAR
APR
MAY
JUNE

previous year by 24,452,130, or 17.11 per cent, and the year 1940-1941 by 58,526,345, or 53.78 per cent.

Skip-stops were in effect throughout the year on all outlying sections of the lines of the railway, but are confined to the daylight hours between six thirty a.m. and eight thirty p.m. This skip-stop program was instituted to speed up service and to curtail the use of power.

On February 15, 1944, two experimental staggered stop points were instituted on Market Street outbound at Second Street and at Grant Avenue. This change was made at the request of the Street Traffic Advisory Board as an experiment in an endeavor to provide safer boarding and alighting movement. The results have been beneficial from the standpoint of reduced accidents; but notwithstanding that some slowing up of the movement of traffic has resulted it is the intent to institute these staggered stops all along Market Street.

During the year 153 changes were made in the time-tables of the railway. These changes resulted in an increase of trips operated by cars and coaches of from 1,114,434 trips in 1942-1943 to 1,181,380 trips in 1943-1944, or 66,946 added trips. The increase over the year 1940-1941 was 142,845 trips.

No changes in routes of cars or coaches were made during the year. The car and coach miles operated during the year were 12,100,522 miles, and the car and coach hours operated were 1,278,151, both figures being the highest in any year in the history of the railway.

There is every indication that the transportation needs in this locality will increase as the course of the war moves from the European area to the Pacific. As all available transportation facilities are at present taxed to the utmost, apprehension is felt as to the ability of handling this great volume of traffic with the facilities at hand.

However, due to the purchase of the Market Street Railway Company's properties and the merging of same with the Municipal Railway properties into a combined system, the fullest use can be made of all existing equipment. Reroutings, revisions, and extensions are planned, and it is contemplated that some new passenger equipment, for which money has been provided and purchase orders drawn, will be released by the federal government. If manpower for operation and maintenance can be assured, it is assured that sufficient service can be provided.

Maintenance of Equipment:

The equipment of the Municipal Railway has been maintained in excellent condition, thirty-eight car bodies and one truck having been overhauled and painted, sixteen motor coaches overhauled, and sixteen cars rewheeled. Motors totaling 349 have been overhauled and repaired as were thirty-eight units of electrical control apparatus.

During the year 124 propulsion armatures and twenty-one air compressor armatures were rewound. The usual policy of cleaning cars daily and of disinfecting weekly has been maintained throughout the year.

In connection with the painting of street cars and coaches, the attractive blue and gold color combination is being used to replace the old municipal gray used prior to 1940, and eventually all cars will be so painted.

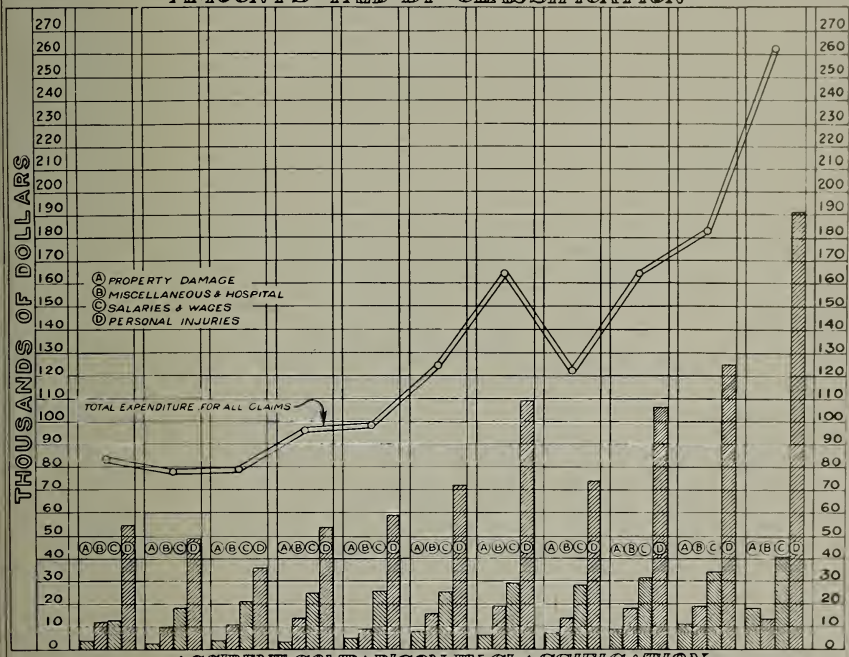
Priority restrictions due to the war have made it increasingly difficult to obtain

Municipal Railway of San Francisco

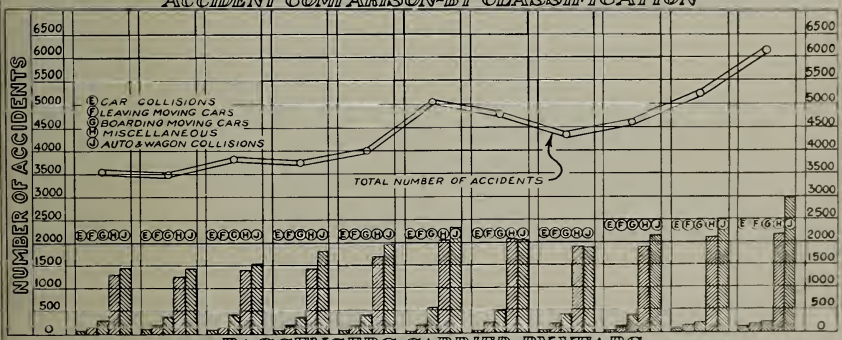
Bureau of Claims - Analysis of Accidents

YEARS	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944
COST PER ACCIDENT											
AVERAGE	$26.87	$25.66	$23.58	$26.39	$24.15	$23.97	$34.17	$28.08	$35.58	$33.10	$41.95

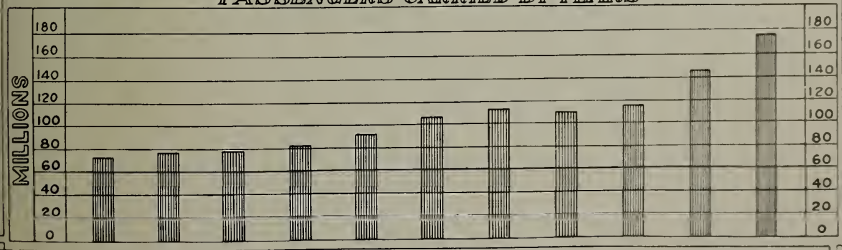
AMOUNTS PAID-BY CLASSIFICATION


THOUSANDS OF DOLLARS
0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270
A PROPERTY DAMAGE
B MISCELLANEOUS & HOSPITAL
C SALARIES & WAGES
D PERSONAL INJURIES
TOTAL EXPENDITURE FOR ALL CLAIMS
A B C D

ACCIDENT COMPARISON-BY CLASSIFICATION


NUMBER OF ACCIDENTS
0 500 1000 1500 2000 2500 3000 3500 4000 4500 5000 5500 6000 6500
E CAR COLLISIONS
F LEAVING MOVING CARS
G BOARDING MOVING CARS
H MISCELLANEOUS
J AUTO & WAGON COLLISIONS
TOTAL NUMBER OF ACCIDENTS
E F G H J

PASSENGERS CARRIED-BY YEARS



certain classes of materials and supplies used in maintenance and repair of equipment. It has therefore been necessary to utilize all available critical materials to the fullest extent and to substitute in some cases in order to maintain operation and to cooperate in the war effort.

Bureau of Claims:

The abnormal increase in the volume of travel due to the war was the principal cause for the increase in the number of accidents over the previous year. The number of passengers carried in 1943-1944, which totaled 167,348,356, was an increase of 24,452,130, or 17.11 per cent, and the number of car and coach miles operated increased 778,128 miles. The number of accidents for the year totaled 6,245, an increase of 725, or 13.13 per cent.

Factors entering into the overcrowding of the transportation facilities, particularly at peak periods, were the curtailment of the use of private automobiles due to gasoline rationing, the increasing activity in this area in connection with the war, and the inability to secure additional cars and coaches and crews for operation.

The large turnover of operating employees amounting to over 59 per cent, which resulted in the employment of a great number of new and inexperienced employees, and the great influx of people from other areas to work in the local industries, who were unfamiliar with or disregarded traffic laws, contributed materially to the accident increase.

Accidents have been classified as in previous years as follows:

Those in which the Municipal Railway was directly involved and those occurring on or near the right of ways, but in which the Municipal Railway cars and coaches were not involved.

The following statement shows the accidents filed so classified:

CLASSIFICATION OF ACCIDENTS

Municipal Railway Involved

		Number of Accidents		
		Street Cars	Trolley Coach and Motor Coach	Total
1.	Auto Collisions	2,667	240	2,907
2.	Injuries to Passengers	1,466	87	1,553
3.	Injuries to Automobile Occupants	(55)	(11)	(66)
4.	Injuries to Pedestrians	337	16	353
5.	Damage to Wearing Apparel	106	13	119
6.	Street Car Collisions	247	10	257
7.	Broken Windows	434	25	459
8.	Deaths	10	...	10
9.	Employees Injured	252	3	255
10.	Miscellaneous	190	26	216
	Near Track—Municipal Railway Not Involved			
11.	Automobile Collisions	3	2	5
12.	Pedestrians Struck by Automobile	24	5	29
13.	Injuries to Pedestrians near Cars/Coaches	75	7	82
	Total	5,811	434	6,245

Court Statistics:

During the fiscal year ended June 30, 1944, cases tried in the several courts show a decrease in amounts sued for and an increase in amounts awarded as compared with the previous year. The amounts sued for totaled $342,529.93, and verdicts for claimants amounted to $54,233.60. These figures compare with the amounts of $427,858.50 sued for and awards of $40,371.40 in the previous year. Cases which had been on court calendars for several years were tried during this fiscal year and are included in the figures given below:

	No. of Cases	Amount Sued For	Verdict For Claimant	Percentage Paid on Amount of Claim
Superior Court	15	$328,750.00	$50,591.79	15.389%
Municipal Court	12	13,639.96	3,555.81	26.07%
Small Claims Court	5	139.97	86.00	61.44%
Total	32	$342,529.93	$54,233.60	15.83%

Collections for Damage to Railway Property:

On August 1, 1941, the management of the railway assigned to the Bureau of Claims the task of collecting for damage to Municipal Railway property by motorists and others liable therefor. The following is a summary of the experience since the inception of this procedure.

STATEMENT OF CLAIMS BILLED AND COLLECTIONS MADE FOR DAMAGE TO MUNICIPAL RAILWAY PROPERTY

August 1, 1941 to June 30, 1944

	Amount of Claims Billed	Amount of Claims Collected	Number of Claims Billed	Number of Claims Collected
August, 1941, to June, 1943:				
Previously Reported	$23,891.78	$5,327.09	841	338
Adjustments Made	*501.73*	.....	9	3
Total	$23,390.05	$5,327.09	850	341
1943				
July	$491.67	$491.79	27	19
August	555.75	608.03	25	18
September	792.92	2,350.11	16	13
October	2,129.45	82.27	21	8
November	168.21	43.00	5	4
December	486.42	490.78	19	20
1944				
January	661.18	100.87	19	11
February	.....	414.32	....	8
March	591.07	102.34	15	6
April	867.67	85.53	20	7
May	44.79	90.64	3	7
June	57.50	158.31	7	4
Total 1943-1944	$6,846.63	$5,017.99	177	125
Grand Total August, 1941 to June, 1944	$30,236.68	$10,345.08	1,027	466

The amount collected $10,345.08 is 34.2 per cent of the amount billed, and the number of claims collected totaling 466 is 45.4 per cent of the number of claims billed.

COMMENTS ON FINANCIAL STATEMENTS
GENERAL BALANCE SHEET
EXHIBIT "A"

FIXED CAPITAL—LESS DEPRECIATION $3,154,290.61

Composition of this amount is as follows:

Road and Equipment $11,014,819.29

Analysis of this amount is given in Schedule I, which reflects the additions and retirements for the fiscal year. In accordance with the survey of properties for depreciation purposes, the sum of $710,280.90 has been reserved for depreciation during the current year.

New Construction in Progress 4,800.48

This item represents costs in connection with preliminary engineering on bus garage and Union Street trolley coach line, also fabrication and installation of 60 fare box stanchions. These costs are incomplete as of June 30, 1944.

$11,019,619.77

Deduct:

Reserve for Depreciation 7,865,329.16

This is the amount charged to operations and credited to depreciation of properties from December 28, 1912, to June 30, 1944, less charges for retirements.

Net value of properties as above $3,154,290.61

CASH WITH THE TREASURER $4,314,590.45

The funds comprising this amount are as follows:

Municipal Railway Bond Redemption Fund $600.00

Municipal Railway Bond Interest Fund 5,252.50

The above two funds are maintained by transfer to meet principal maturities and bond interest as they become due.

Municipal Railway Operating Fund $3,487,330.54

This fund is maintained for payment of normal expenses of operation and also contains unallocated reserves of the railway.

Surplus Fund 1,236.98

This fund is maintained in accordance with provisions of charter section 127.

Reconstruction and Replacement Fund 791,370.43

For analysis of this fund see Exhibit "C." The balances in all of the above funds have been reconciled with the records of the treasurer of the City and County of San Francisco by the accounting staff of the Municipal Railway.

Reserve for Land Purchase 22,300.00

This balance was occasioned by the sale of land and will be used for future land purchases.

Revolving Fund 6,500.00

This fund is maintained for payment of small accident claims and expenses in connection with special investigations. It is in the custody of the following officers:

Mr. Wm. H. Scott, Manager	$1,000.00
Mr. Donald Mazzoni, Claims Adjuster	5,500.00
	$6,500.00

These funds have been reconciled with certifications obtained from the depositary and found to be in balance.

Total Cash on Hand		$4,314,590.45
MISCELLANEOUS ACCOUNTS RECEIVABLE		$8,503.09
Due from Pacific Gas & Electric Company:		
Pole rental	$732.00	
Due from Market Street Railway Company:		
Track rental and proportion of tower expense at Bay Bridge terminal loop	2,103.28	
Due from R. C. Scott Advertising Company:		
Advertising in cars and buses	5,230.54	
Due from Fielder-Sorensen Company:		
Advertising in cars and buses	5,471.81	
Due from United States Government:		
For rental of property at Jones and Jefferson Sts.	194.00	
Due from Shell Oil Company:		
Pole rental	2.00	
	$13,733.63	
Less: Reserve for bad debts (R. C. Scott Advertising Company—Bankrupt)	5,230.54	
Total	$8,503.09	
INTERFUND ACCOUNTS RECEIVABLE		$1,233.39
Due from Hetch Hetchy Power Operative:		
Unexpended amount of money advanced to Hetch Hetchy Power Operative	$1,233.39	
INTRAFUND ACCOUNTS RECEIVABLE		$119,432.84

Amounts as follows are due between funds of the Municipal Railway:

Due to Reconstruction and Replacement Fund from Operating Fund for loan to purchase rails, etc.	$116,468.00
Due to Operating Fund from Reconstruction and Replacement Fund for labor and materials used on reconstruction and replacement jobs	2,964.84
Total	$119,432.84

DEFERRED CHARGES		$686,998.13
Materials and Supplies at Carhouse and Storage Yard	$278,202.84	
A physical inventory was taken of the materials at the storage yard by members of the engineering department. Minor over and short adjustments were made to bring the physical count into agreement with the general ledger account.		
A perpetual inventory is maintained of the materials in the carhouse storeroom which results in material counts being made at frequent intervals and adjustments as necessary being made throughout the year. Materials on hand as of June 30, 1944, were found to be in accord with the records, and all prices, extensions, and footings of the inventory have been checked.		
Materials and Supplies Contributed	180.74	
This represents the balance of stores on hand which were received by reason of the abandonment of the Gough Street line and the Howard Street line by the Market Street Railway Company.		
Replacement Jobs in Progress	54,056.67	
Contract, P. O., S. O., and O. W. Liability (Contra)	343,353.08	
This item represents an unadjusted debit for contract, purchase order, service order, and order for work liability on which no materials have been delivered nor services performed, but contracted for and is offset under accounts payable by a similar amount.		
Prepaid Expenses—Hetch Hetchy Power Operative	204.80	
Consolidation Expenses	11,000.00	
Total	$686,998.13	
BONDED DEBT		$900,600.00
Funded Debt Unmatured	$900,000.00	
The following is a recapitulation of the unmatured funded debt:		
Municipal Railway 5%—1913		
Total Issue	$3,500,000.00	
Matured to June 30, 1944	2,600,000.00	
Unmatured June 30, 1944	900,000.00	
Date of final maturity	Dec. 1, 1952	
Matured Funded Debt Unpaid	$600.00	
Bonds in the amount of $600.00 had matured prior to June 30, 1944, but had not been presented for redemption on that date.		
Total	$900,600.00	
BOND INTEREST PAYABLE		$5,252.50
Interest coupons matured but not presented for payment on June 30, 1944.		
BOND INTEREST PAYABLE—ACCRUED		$3,750.00
Interest accrued to June 30, 1944, but not due until December 1, 1944.		

ACCOUNTS PAYABLE		$601,905.85
This amount consists of the following:		
Unpaid Warrants Operating Fund	$206,449.70	
Unpaid Warrant Reconstruction and Replacement Fund	890.50	
Invoices—Operating Fund not Vouched by Controller	50,927.79	
Payrolls Payable	284.78	
Contract, P. O., S. O., and O. W. Liability (Contra)	343,353.08	
Items contracted for but for which not materials have been delivered nor services rendered.		
Total	$601,905.85	
INTERFUND ACCOUNTS PAYABLE		$109,478.05
This item represents accounts payable to other city departments as of June 30, 1944. See Exhibit "F".		
INTRAFUND ACCOUNTS PAYABLE (Contra)		$119,432.84
Amount due between funds of the Municipal Railway. See Exhibit "E."		
ACCIDENT AND OTHER RESERVES		$96,958.21
Accident Reserve		
The following is an analysis of this account for the current fiscal year:		
Balance, June 30, 1943	$92,877.45	
Addition to reserve during year, 3% of gross revenue	201,411.02	
Addition to reserve—adjustment	60,000.00	
Total	$354,288.47	
Less claims paid, legal and other expense	261,978.47	
Balance, June 30, 1944	$92,310.00	
Reserve for Obsolescence in Inventory	$4,648.21	
This is the reserve for slow-moving and obsolete materials set up as a result of audit adjustment.		
Total	$96,958.21	
SURPLUS, JUNE 30, 1944		$6,447,671.06
Surplus as shown in Exhibit "A" is composed of the following items:		
Contributed Surplus, June 30, 1943	$1,580,606.28	
From Operations to June 30, 1943	3,969,560.68	
Surplus, June 30, 1943	$5,550,166.96	
From operations during fiscal year 1943-1944	897,504.10	
Total Surplus, June 30, 1944	$6,447,671.06	
COMPARISON CHARGES—TAXES AND OTHER ITEMS		$4,771,381.10
See Income Statement, Exhibit "B."		

The Municipal Railway being a municipally-owned utility is not required to pay taxes other than use or sales taxes to the City and County of San Francisco or to the State of California. For comparative purposes, taxes and other items have been recorded as follows:

Taxes

State of California	$3,102,272.29
City and County of San Francisco—Franchise	643,494.02
City and County of San Francisco—Car License	35,988.75
City and County of San Francisco—Local	961,412.37
Federal Income Tax	13,270.61
	$4,756,438.04

Services Furnished

Water furnished without charge by the San Francisco Water Department	$14,943.06
Total	$4,771,381.10

EXHIBIT "A"

MUNICIPAL RAILWAY OF SAN FRANCISCO

BALANCE SHEET—JUNE 30, 1944

ASSETS

FIXED CAPITAL:		
Road and Equipment	$11,014,819.29	
New Construction in Progress	4,800.48	
	$11,019,619.77	
Less Reserve for Depreciation	7,865,329.16	$3,154,290.61
CASH:		
On deposit with Treasurer:		
Operating Fund	$3,487,330.54	
Bond Redemption Fund	600.00	
Bond Interest Fund	5,252.50	
Reconstruction and Replacement Fund	791,370.43	
Surplus Fund	1,236.98	
Reserve for Land Purchase	22,300.00	
OTHER CASH.		
Revolving Fund	6,500.00	4,314,590.45
ACCOUNTS RECEIVABLE:		
Miscellaneous	$13,733.63	
Less Reserve for Bad Debts	5,230.54	8,503.09
INTERFUND ACCOUNTS RECEIVABLE:		
Hetch Hetchy Power Operative		1,233.39
INTRAFUND ACCOUNTS—Schedule Annexed		119,432.84
DEFERRED CHARGES:		
Materials and Supplies:	$278,202.84	
Materials and Supplies (Contributed)	180.74	
Replacement Jobs in Progress	54,056.67	
Suspense Debits	11,000.00	
Prepaid Expenses—Hetch Hetchy Power Operative	204.80	
Contract, Purchase Order, Service Order, Order for Work, Etc. (Contra)	343,353.08	686,998.13
		$8,285,048.51

LIABILITIES

BONDED DEBT:			
Issue of Dec. 1, 1913 due 1944-52 at rate of $100,000 per year		$900,000.00	
Matured Bonds (1913 Issue)		600.00	$900,600.00
BOND INTEREST PAYABLE:			
Accrued—Not Due		$3,750.00	
Matured Coupons Unpaid:			
1913 Issue	$5,207.50		
1910 Issue (Geary St.)	22.50		
1910 Issue (Market St.)	22.50	5,252.50	9,002.50
ACCOUNTS PAYABLE:			
Warrants Outstanding		$207,340.20	
General Creditors		50,927.79	
Payrolls Payable		284.78	
Contract, Purchase Order, Service Order, Order for Work, etc. (Contra)		343,353.08	601,905.85
INTERFUND ACCOUNTS—Schedule Annexed			109,478.05
INTRAFUND ACCOUNTS (Contra)			119,432.84
DEFERRED CREDITS:			
Accident Reserve		$92,310.00	
Reserve for Obsolescence in Inventory		4,648.21	96,958.21

SURPLUS

BALANCE—June 30, 1943:			
Contributed		$1,580,606.28	
Earned Surplus		3,969,560.68	
		$5,550,166.96	
NET PROFIT—For Twelve Months Ended June 30, 1944:			
Earned		897,504.10	
Balance—June 30, 1944			6,447,671.06
			$8,285,048.51

EXHIBIT "B"
MUNICIPAL RAILWAY OF SAN FRANCISCO
COMPARATIVE INCOME STATEMENT FOR TWELVE MONTHS OF FISCAL YEARS 1943-1944 AND 1942-1943

	Twelve Months to June 30				Cumulative from December 28, 1912 to June 30, 1944	
	1944	%	1943	%		%
REVENUE						
Passenger Revenue	$6,661,888.91	100.00	$5,571,933.07	100.00	$99,627,096.07	100.00
Advertising Revenue	30,496.81		28,341.49		530,559.28	
Miscellaneous	21,315.03		17,093.56		149,535.04	
Total Revenue	$6,713,700.75		$5,617,368.12		$100,307,190.39	
OPERATING EXPENSES						
I Way and Structures	$247,385.45	3.71	$217,987.90	3.91	$4,061,989.41	4.08
II Equipment	336,842.57	5.06	303,566.45	5.45	5,962,207.71	5.98
III Power	641,461.00	9.63	594,861.35	10.67	13,769,570.22	13.82
IV Conducting Transportation	3,063,535.80	45.98	2,589,759.06	46.48	49,967,091.62	50.15
VI General and Miscellaneous	517,543.02	7.77	428,328.43	7.69	6,036,284.01	6.06
Total Operating Expense	$4,806,767.84	72.15	$4,134,503.19	74.20	$79,797,142.97	80.09
PROFIT FROM OPERATIONS	$1,906,932.91		$1,482,864.93		$20,510,047.42	
DEDUCT PROVISION FOR						
Accidents	261,411.02	3.92	183,521.04	3.29	2,807,589.69	2.82
Depreciation	710,280.90	10.66	415,961.68	7.47	9,273,166.86	9.31
Total Deductions	$971,691.92	14.58	$599,482.72	10.76	$12,080,756.55	12.13
INCOME FROM OPERATIONS	$935,240.99		$883,382.21		$8,429,290.87	
NON-OPERATING INCOME						
Income from Securities Owned					597,037.91	
Interest on Bank Balance	4,516.17		3,236.09		86,821.07	
Subsidy from Harbor Commission					70,229.71	
Other Income (P & L)	4,830.28		11,512.76		350,538.66	
Total Non-Operating Income	$9,346.45		$14,748.85		$1,104,627.35	
GROSS INCOME	$944,587.44		$898,131.06		$9,533,918.22	
DEDUCTIONS FROM GROSS INCOME						
Interest on Funded Debt	47,083.34	.71	52,083.33	.93	4,513,184.24	4.53
Miscellaneous Debits (P & L)					153,669.20	.15
Total Deductions from Gross Income	$47,083.34	.71	$52,083.33	.93	$4,666,853.44	4.68
NET INCOME	$897,504.10	13.47	$846,047.73	15.18	$4,867,064.78	4.89

COMPARISON CHARGES

Month of June, 1944	$18,576.09
12 Months to June 30, 1944	211,424.12
Due December 28, 1912, to June 30, 1944	4,771,381.10

(This is what the Municipal Railway would pay in taxes if privately-owned)

EXHIBIT "C"

MUNICIPAL RAILWAY OF SAN FRANCISCO
RECONSTRUCTION AND REPLACEMENT FUND
June 30, 1944

Total paid into and/or owing to fund May 1, 1926, to June 30, 1943		$2,505,135.37	
Expended for replacements May 1, 1926, to June 30, 1943	$1,935,912.79		
Expended and charged to surplus May 1, 1926, to June 30, 1943	15,097.27	1,951,010.06	
Unencumbered Balance—June 30, 1943			$554,125.31
Balance due from Municipal Railway Operating Fund July 1, 1943, to June 30, 1944	.....		
Add: Cash Transfers from Operating Fund July 1, 1943, to June 30, 1944	$420,000.00		
Total paid into and/or owing to Fund July 1, 1943, to June 30, 1944		$420,000.00	
Less: Charges for Replacements paid out of Operating Fund July 1, 1943, to June 30, 1944	$2,964.84		
Charges for Replacement paid out of Reconstruction and Replacement Fund, July 1, 1943, to June 30, 1944	96,366.20	99,331.04	
Net Increase in Fund July 1, 1943, to June 30, 1944			320,668.96
Unencumbered Balance at June 30, 1944			$874,794.27
The Unencumbered Balance consists of:			
Cash		$791,370.43	
Due from Operative Fund		116,468.00	
Due to Operating Fund—Replacement Job Expenditures Applicable to Fiscal Year 1943-1944		*2,964.84*	
Due County Roads Fund		*25,885.99*	
Due Hetch Hetchy Project Operating		*3,302.83*	
Warrants Outstanding		*890.50*	
			$874,794.27

Italic figures denote loss and deficiency.

EXHIBIT "C-1"

MUNICIPAL RAILWAY OF SAN FRANCISCO
ACCIDENT RESERVE
June 30, 1944

Total paid into and/or credited to Reserve May 1, 1926, to June 30, 1943	$1,974,214.92		
Expended for Injuries and Damages May 1, 1926, to June 30, 1943	1,881,337.47		
Unencumbered Balance, June 30, 1943			$92,877.45
Credited to Reserve, July 1, 1943, to June 30, 1944		$261,411.02	
Less: Charges for Injuries and Damages paid out of Operating Fund, July 1, 1943, to June 30, 1944		261,978.47	*567.45*
Unencumbered Balance at June 30, 1944			$92,310.00

Italic figures denote loss and deficiency.

EXHIBIT "D"

MUNICIPAL RAILWAY OF SAN FRANCISCO
COMPARISON OF BUDGET WITH ACTUAL RECEIPTS AND EXPENDITURES
Fiscal Year Ended June 30, 1944

	Budget Plus Supplemental Appropriation	Actual	Increase or *Decrease*
RECEIPTS			
Operating Revenue and Other Income	$5,792,302	$6,723,047	$930,745
EXPENDITURES			
Way and Structures	$250,530	$250,072	*$458*
Equipment	339,353	339,118	*235*
Power	655,840	641,461	*14,379*
Conducting Transportation	3,076,622	3,063,536	*13,086*
General and Miscellaneous	490,352	489,734	*618*
Total Direct Operating	$4,812,697	$4,783,921	*$28,776*
Injuries and Damages	264,207	261,979	*2,228*
Employees' Compensation	28,914	27,808	*1,106*
Reconstruction and Replacement Fund	420,000	420,000	.....
Total Operating Expenses and Reserves	$5,525,818	$5,493,708	*$32,110*
Consolidation Expenses	20,000	11,000	*9,000(F)*
Equipment	273,000	6,247	*266,753(F)*
Bond Interest	47,500	47,500	.....
Bond Redemption	100,000	100,000	.....
Surplus Fund—Charter Section 127	116,254	.....	*116,254(F)*
Total Budgeted Expenditures and Accruals Fiscal Year 1943-1944	$6,082,572	$5,658,455	*$424,117*
Budgeted in Previous Fiscal Years:			
Additions and Betterments	337,368	1,070	*336,298(F)*
Equipment	259,048	.....	*259,048(F)*
Surplus Fund—Charter Section 127	1,237	.....	*1,237(F)*
Total Expenditures and Accruals	$6,680,225	$5,659,525	*$1,020,700*
Less Forwarded *(F)* to 1944-1945	*988,590*	.....	*988,590*
Total Expenditures and Accruals	$5,691,635	$5,659,525	*$32,110*
NET SAVINGS ON BUDGET ESTIMATE			$962,855

Italic figures denote loss and deficiency.

EXHIBIT "E"

MUNICIPAL RAILWAY OF SAN FRANCISCO
INTRAFUND ACCOUNTS
June 30, 1944

Due Reconstruction and Replacement Fund from Operating Fund for Loan to Purchase Rails, etc.	$116,468.00
Due Operating Fund from Reconstruction and Replacement Fund for Labor and Material Used on Replacement Jobs during Fiscal Year 1943-1944	2,964.84
Total Per Balance Sheet	$119,432.84

EXHIBIT "F"

MUNICIPAL RAILWAY OF SAN FRANCISCO
INTERFUND ACCOUNTS PAYABLE
June 30, 1944

GENERAL CITY AND COUNTY			
GENERAL FUND			
CITY ATTORNEY			
Services, December 1, 1943, to June 30, 1944....	$3,920.00		
PARK COMMISSION			
Plant Ice Plant Taraval and Sunset.....	39.48		
DEPARTMENT OF PUBLIC WORKS—BUILDING REPAIR			
Miscellaneous Services—Jan. 1 to June 30, 1944	162.15		
PURCHASING DEPARTMENT			
Blueprinting—January 1 to June 30, 1944.....	5.20		
Services Storekeeper—January 1 to June 30, 1944	639.99		
Total General Fund.....		$4,766.82	
EMPLOYEES' RETIREMENT SYSTEM			
Hospital Charges—January 1, 1944 to June 30, 1944	$1,653.36		
Pension Matching—April 1 to June 30, 1944.....	39,695.77		
Military Leave Matching—April 1 to June 30, 1944.	3,885.41		
Compensation and Medical—January 1, 1944 to June 30, 1944.....	16,712.56		
Prior Service—April 1 to June 30, 1944.....	7,066.17		
Total Employees' Retirement System.....		69,013.27	
COUNTY ROADS FUND			
DEPARTMENT OF PUBLIC WORKS			
Paving Repairs—January 1, 1944, to June 30, 1944	$29,668.59		
Purchases of Used Rail.....	679.39		
Total County Roads Fund.....		30,347.98	
Total General City and County.....			$104,128.07
PUBLIC SERVICE ENTERPRISES			
PUBLIC UTILITIES COMMISSION			
Hetch Hetchy Water Supply Engineering.....	$3,302.83		
Hetch Hetchy Water Supply Hoisting Engineer....	561.60		
San Francisco Water Department Blueprinting, etc..	342.73		
San Francisco Water Department Auto Insurance...	1,142.82		
Total Public Service Enterprises.....			5,349.98
TOTAL AS PER BALANCE SHEET.....			$109,478.05

SCHEDULE I
MUNICIPAL RAILWAY OF SAN FRANCISCO
SCHEDULE OF ROAD AND EQUIPMENT AS OF JUNE 30, 1944

Acct. No.		Balance June 30, 1943	Additions Fiscal Year 1943-1944 — Reconstrucition and Replacement Fund	Additions Fiscal Year 1943-1944 — Municipal Railway Fund	Additions Fiscal Year 1943-1944 — Total	Retirements During Fiscal Year 1943-1944	Net Additions Fiscal Year 1943-1944	Balance June 30, 1944
	WAY AND STRUCTURES							
502	Right of Way	$169,839.07	.....	.....	.....	.....	.....	$169,839.07
503	Other Land Used in Municipal Railway Operations	294,641.36	.....	.....	.....	.....	.....	294,641.36
504	Grading	548,340.66	.....	.....	.....	.....	.....	548,340.66
505	Ballast	361,679.16	$43.47	.....	$43.47	$21.30	$22.17	361,701.33
506	Ties	199,088.53	215.52	.....	215.52	77.02	138.50	199,227.03
507	Rails, Rail Fastenings and Joints	995,030.43	586.85	.....	586.85	224.90	361.95	995,392.38
508	Special Work	359,130.87	6,984.65	.....	6,984.65	6,327.50	657.15	359,788.02
510	Track and Roadway Labor	961,297.21	4,838.73	.....	4,838.73	3,268.80	1,569.93	962,867.14
511	Paving	1,219,922.85	28,690.19	.....	28,690.19	20,662.63	8,027.56	1,227,950.41
512	Roadway Machinery and Tools	28,896.97	.....	.....	.....	430.88	*430.88*	28,466.09
513	Tunnels	14,987.49	.....	.....	.....	.....	.....	14,987.49
515	Bridges, Trestles and Culverts	4,660.85	.....	.....	.....	.....	.....	4,660.85
516	Crossings, Fences and Signs	46,075.71	.....	.....	.....	.....	.....	46,075.71
517	Signals and Interlocking Apparatus	20,160.19	.....	.....	.....	.....	.....	20,160.19
518	Telephone and Telegraph Lines	440.58	.....	.....	.....	.....	.....	440.58
519	Poles and Fixtures	278,220.59	.....	.....	.....	90.28	*90.28*	278,130.31
B519	Poles and Fixtures—Motor Coaches	691.77	.....	.....	.....	.....	.....	691.77
T519	Poles and Fixtures—Trolley Coaches	25,700.13	.....	.....	.....	.....	.....	25,700.13
520	Underground Conduits	157,032.80	.....	.....	.....	.....	.....	157,032.80
521	Distribution System	823,759.34	596.04	$925.56	1,521.60	1,254.51	267.09	824,026.43
T521	Distribution System—Trolley Coaches	51,019.10	.....	.....	.....	.....	.....	51,019.10

523	Shops and Car Houses	1,015,421.86	10,668.13	1,155.50	11,823.63	4,267.25	7,556.38	1,022,978.24
T523	Shops and Car Houses—Trolley Coaches	47,028.38	.....	.....	.....	.....	.....	47,028.38
524	Stations, Miscellaneous Bldgs. and Structures	47,863.75	.....	606.08	606.08	.....	606.08	48,469.83
B524	Stations, Miscellaneous Buildings and Structures, Motor Coaches	1,690.00	.....	.....	.....	.....	.....	1,690.00
T524	Stations, Miscellaneous Buildings and Structures, Trolley Coaches	2,421.60	.....	.....	.....	.....	.....	2,421.60
	Total Way and Structures	$7,675,041.25	$52,623.58	$2,687.14	$55,310.72	$36,625.07	$18,685.65	$7,693,726.90
	EQUIPMENT							
530	Passenger and Combination Cars—Street Cars	$1,747,118.21	.....	.....	.....	.....	.....	$1,747,118.21
B530	Passenger and Combination Cars—Motor Coaches	401,724.34	.....	.....	.....	.....	.....	401,724.34
T530	Passenger and Combination Cars—Trolley Coaches	117,387.90	.....	$717.91	$717.91	.....	717.91	118,105.81
530-A	Fare Boxes—Street Cars	27,786.75	.....	.....	.....	.....	.....	27,786.75
B530-A	Fare Boxes—Motor Coaches	7,168.80	.....	.....	.....	.....	.....	7,168.80
T530-A	Fare Boxes—Trolley Coaches	1,205.10	.....	.....	.....	.....	.....	1,205.10
532-A	Service Equipment—Electric	11,071.11	.....	.....	.....	.....	.....	11,071.11
532-B	Service Equipment—Automotive	40,884.79	.....	509.89	509.89	.....	509.89	41,394.68
533	Electric Equipment of Cars	866,541.51	.....	.....	.....	.....	.....	866,541.51
536	Shop Equipment, Cars	38,900.90	.....	148.32	148.32	.....	148.32	39,049.22
B536	Shop Equipment, Motor Coaches	6,388.39	.....	234.43	234.43	.....	234.43	6,622.82
T536	Shop Equipment, Trolley Coaches	1,825.22	.....	45.11	45.11	.....	45.11	1,870.33
537	Furniture	43,923.50	.....	7,510.21	7,510.21	.....	7,510.21	51,433.71
	Total Equipment	$3,311,926.52	.....	$9,165.87	$9,165.87	.....	$9,165.87	$3,321,092.39
	Total Road and Equipment	$10,986,967.77	$52,623.58	$11,853.01	$64,476.59	$36,625.07	$27,851.52	$11,014,819.29

Italic figures denote loss and deficiency.

MUNICIPAL RAILWAY OF SAN FRANCISCO

SCHEDULE II

ANALYSIS OF RESERVE FOR DEPRECIATION AN D RATES APPLICABLE TO FISCAL YEAR 1943-1944

Acct. No.		Cost at June 30, 1943	1943-1944 Normal Depreciation Rate %	Normal Depreciation Amount	1943-1944 Special Depreciation* Rate %	Special Depreciation* Amount	1943-1944 Total Depreciation Rate %	Total Depreciation Amount
502	Right of Way	$169,839.07	....	.....	....	.....	....	.....
503	Other Land used in Municipal Railway Operations	294,641.36	....	.....	....	.....	....	.....
504	Grading	548,340.66	1.920	$10,528.14	1.920	$10,528.14	3.840	$21,056.28
505	Ballast	361,679.16	3.850	13,924.65	3.850	13,924.65	3.840	27,849.30
506	Ties	199,088.53	3.850	7,664.91	3.850	7,664.91	7.700	15,329.82
507	Rails, Rail Fastenings and Joints	995,030.43	3.580	35,622.09	3.580	35,622.09	7.160	71,244.18
508	Special Work	359,130.87	5.440	19,536.72	5.440	19,536.72	10.880	39,073.44
510	Track and Roadway Labor	961,297.21	4.170	40,086.09	4.170	40,086.09	8.340	80,172.18
511	Paving	1,219,922.85	4.000	48,796.91	4.000	48,796.91	8.000	97,593.82
512	Roadway, Machinery and Tools	28,896.97	4.675	1,350.96	....	.....	4.675	1,350.96
513	Tunnels and Subways	14,987.49	....	.....	....	.....	....	.....
515	Bridges, Trestles and Culverts	4,660.85	2.515	117.23	....	.....	2.515	117.23
516	Crossings, Fences and Signs	46,075.71	2.036	937.89	....	.....	2.036	937.89
517	Signals and Interlocking Apparatus	20,160.19	4.493	905.70	....	.....	4.493	905.70
518	Telephone and Telegraph Lines	440.58	6.666	29.37	....	.....	6.666	29.37
519	Poles and Fixtures, Street Cars	278,220.59	2.369	6,591.05	....	.....	2.369	6,591.05
B519	Poles and Fixtures, Motor Coaches	691.77	2.375	16.43	....	.....	2.375	16.43
T519	Poles and Fixtures, Trolley Coaches	25,700.13	2.366	608.13	....	.....	2.366	608.13
520	Underground Conduits	157,032.80	1.782	2,798.04	....	.....	1.782	2,798.04
521	Distribution System	823,759.34	3.400	28,007.82	....	.....	3.400	28,007.82
T521	Distribution System, Trolley Coaches	51,019.10	4.000	2,040.76	....	.....	4.000	2,040.76
523	Shops and Car Houses, Street Cars	1,015,421.86	2.119	21,512.72	....	.....	2.119	21,512.72
T523	Shops and Car Houses, Trolley Coaches	47,028.38	4.167	1,959.52	....	.....	4.167	1,959.52
524	Stations, Misc. Buildings and Structures, Street Cars	47,863.75	2.244	1,074.02	....	.....	2.244	1,074.02
B524	Stations, Misc. Buildings and Structures, Motor Coaches	1,690.00	4.000	67.60	....	.....	4.000	67.60
T524	Stations, Misc. Buildings and Structures, Trolley Coaches	2,421.60	4.000	96.86	....	.....	4.000	96.86
530	Passenger and Combination Cars, Street Cars	1,747,118.21	3.231	56,455.19	2.936	51,285.46	6.167	107,740.65

B530	Passenger and Combination Cars, Motor Coaches	401,724.34	12.692	50,986.05	11.947	47,993.25	24.639	98,979.30
T530	Passenger and Combination Cars, Trolley Coaches	117,387.90	6.602	7,749.45	6.602	7,749.46	13.203	15,498.91
530-A	Fare Boxes, Street Cars	27,786.75	1.313	364.73	....	.....	1.313	364.73
B530-A	Fare Boxes, Motor Coaches	7,168.80	6.333	454.03	....	.....	6.333	454.03
T530-A	Fare Boxes, Trolley Coaches	1,205.10	6.333	76.32	....	.....	6.333	76.32
532-A	Service Equipment, Electric	11,071.11	2.956	327.29	.936	103.64	3.892	430.93
532-B	Service Equipment, Automotive	40,884.79	7.979	3,262.31	6.855	2,802.51	14.834	6,064.82
533	Electric Equipment of Street Cars	866,541.51	3.260	28,247.97	3.260	28,247.78	6.520	56,495.75
536	Shop Equipment, Street Cars	38,900.90	2.549	991.65	....	.....	2.549	991.65
B536	Shop Euipment, Motor Coaches	6,388.39	6.827	436.15	....	.....	6.827	436.15
T536	Shop Equipment, Trolley Coaches	1,825.22	12.962	236.59	....	.....	12.962	236.59
537	Furniture	43,923.50	4.731	2,077.95	....	.....	4.731	2,077.95
	Total	$10,986,967.77	3.604	$395,939.29	2.861	$314,341.61	6.465	$710,280.90

*Special Depreciation 1943-1944—Due to excessive wear and tear on track and rolling stock.

	Total Provision for Depreciation	Less Charges For Assets Retired	Balance
Fiscal Years Ended 1913 to 1943	$7,857,158.39	.....	.....
Add: Charges to Reserve on Account of Assets Retired June, 1921, to June, 1928	115,472.34	.....	.....
Adjustment per Appraisal of Properties as of June 30, 1938	590,255.23	.....	.....
Per Report—June 30, 1943	$8,562,885.96	$1,371,650.51	$7,191,235.45
Year Ended June 30, 1944	710,280.90	36,187.19	674,093.71
	$9,273,166.86	$1,407,837.70	$7,865,329.16
	(Exhibit "B")		(Exhibit "A")

MUNICIPAL RAILWAY OF SAN FRANCISCO
FIELD OPERATING STATEMENT
Fiscal Year Ended June 30, 1944

Line	Total Revenue	Operating Expense	Depreciation	Accident Reserve	Bond Interest	Non-Operating *Income* Expense	Total Net Deductions	Net Income	Bond Redemption	Surplus or *Deficit*
B	$858,233.26	$530,571.37	$74,247.43	$29,951.73	$3,415.89	*$1,172.10*	$637,014.32	$221,218.94	$12,588.34	$208,630.60
C	603,252.96	423,795.55	59,300.57	23,923.92	2,728.27	*935.45*	508,812.86	94,440.10	10,054.18	84,385.92
D	445,559.54	279,938.21	39,173.28	15,796.65	1,803.08	*620.38*	336,090.84	109,468.70	6,641.67	102,827.03
E	200,738.67	242,712.06	33,968.37	13,688.30	1,564.49	*538.97*	291,394.25	*90,655.58*	5,759.16	*96,414.74*
F	631,598.81	358,818.70	50,207.72	20,249.10	2,309.92	*795.99*	430,789.45	200,809.36	8,512.52	192,296.84
H	541,890.33	400,236.05	56,012.58	22,586.93	2,579.46	*886.43*	480,528.59	61,361.74	9,496.67	51,865.07
J	590,736.24	369,519.76	51,711.62	20,854.93	2,380.69	*819.17*	443,647.83	147,088.41	8,767.50	138,320.91
K	633,379.86	502,863.40	70,369.29	28,378.17	3,239.48	*1,115.68*	603,734.66	29,645.20	11,930.83	17,714.37
L	683,684.11	553,835.17	77,506.05	31,256.46	3,568.08	*1,229.24*	664,936.52	18,747.59	13,140.82	5,606.77
N	828,556.75	552,435.43	77,313.39	31,175.87	3,560.94	*1,233.04*	663,252.59	165,304.16	13,108.31	152,195.85
Total Cars	$6,017,630.53	$4,214,725.70	$589,810.30	$237,862.06	$27,150.30	*$9,346.45*	$5,060,201.91	$957,428.62	$100,000.00	$857,428.62
MOTOR COACH ROUTES										
No. 1—Park-Monterey	$84,729.97	$110,231.08	$21,873.13	$4,584.63	$2,915.20	.....	$139,604.04	*$54,874.07*	.....	*$54,874.07*
No. 2—Irving-Noriega	23,038.59	25,617.66	5,083.11	971.36	677.46	.....	32,349.59	*9,311.00*	.....	*9,311.00*
No. 3—Park-Presidio-Mission	123,406.05	133,425.88	26,462.97	6,316.86	3,526.93	.....	169,732.64	*46,326.59*	.....	*46,326.59*
No. 4—Embarcadero	119,934.61	56,360.69	10,606.39	2,124.03	623.58	.....	69,714.69	50,219.92	.....	50,219.92

No. 5—Marina	18,078.54	19,586.45	3,886.59	562.71	518.00	.....	24,553.75	*6,475.21*	.....	*6,475.21*
No. 6—Eureka-Diamond ..	82,863.23	68,596.66	13,611.29	2,198.01	1,814.10	.....	86,220.06	*3,356.83*	.....	*3,356.83*
No. 7—Miraloma	11,677.43	21,196.16	4,206.01	792.32	560.57	.....	26,755.06	*15,077.63*	.....	*15,077.63*
No. 9—Bayshore	18,139.32	26,020.30	5,162.76	1,172.55	688.08	.....	33,043.69	*14,904.37*	.....	*14,904.37*
No. 11—Telegraph Hill	10,059.71	20,225.45	4,013.17	429.79	534.85	.....	25,203.26	*15,143.55*	.....	*15,143.55*
No. 14—Roosevelt Way	23,802.78	25,442.27	5,048.09	848.60	672.81	.....	32,011.77	*8,208.99*	.....	*8,208.99*
Total Motor Coach Routes	$515,730.23	$506,702.60	$99,953.51	$20,000.86	$12,531.58	.....	$639,188.55	*$123,458.32*	.....	*$123,458.32*
Trolley Coach "R"...	$180,339.99	$85,339.54	$20,517.09	$3,548.10	$7,401.46	.....	$116,806.19	$63,533.80	.....	$63,533.80
Total.....	$6,713,700.75	$4,806,767.84	$710,280.90	$261,411.02	$47,083.34	*$9,346.45*	$5,816,196.65	$897,504.10	$100,000.00	$797,504.10

Note: Oct. 12, 1943—Gasoline rationing allowance reduced.
Nov. 1, 1943—Dim-out discontinued.

Note: March 1, 1944—Market St. Railway Co. commenced issuing 1c refund checks in accordance with Supreme Court Order.
March 12, 1944—Gasoline rationing allowance reduced for "A" cards.

Italic figures denote loss and deficiency.

MUNICIPAL RAILWAY OF SAN FRANCISCO
SUMMARY OF INCOME AND OUTLAY
December 28, 1912 to June 30, 1944

INCOME			
Passenger and Other Revenue	$100,307,190.39		
Subsidy from Harbor Commission	70,229.71		
Contributed	1,580,606.28		
Interest on Bonds and Daily Balances	683,858.98		
Miscellaneous Credits—Profit and Loss	350,538.66		
Cash Received from Sale of Original Bonds Issued	5,481,000.00		
Total Income and Credits		$108,473,424.02	
OUTLAY			
Operating Expenses	$79,797,142.97		
Bond Interest Charges	4,513,184.24		
Injuries and Damages	2,715,279.69		
Miscellaneous Debits—Profit and Loss	153,669.20		
Total Expense		87,179,276.10	
Excess of Income over Expenses		21,294,147.92	
Bonds Redeemed		4,581,000.00	
Balance after Expenses and Bond Redemption		$16,713,147.92	
Expended for Construction Extensions, Betterments, Replacements and Renewals and Road and Equipment Retired		12,481,514.14	
Balance, Net Cash, Receivables, Stores, Etc. on Hand. See Below:			$4,231,633.78

SOURCES OF FUNDS		
From Bond Sales	$5,481,000.00	
From Reconstruction and Replacement Fund	2,035,243.83	
From Earnings and Contributions	5,218,664.05	
	$12,734,907.88	
Deduct Retirements	1,661,231.44	
	$11,073,676.44	
Add portion Retirements Charged to Reserve	1,407,837.70	
	$12,481,514.14	

CASH		
Cash, Revolving Fund, Net	$6,500.00	
*Cash, Operating Fund, Net	3,280,880.84	
†Cash, Reconstruction and Replacement Fund Net	790,479.93	
Cash, Bond Redemption Fund, Net	.....	
Cash, Bond Interest Fund, Net	.....	
Cash, Surplus Fund	1,236.98	
Cash, Reserve for Land Purchase	22,300.00	
Total Net Cash		$4,101,397.75

ACCOUNTS RECEIVABLE			
Due from City and County of San Francisco	$1,233.39		
Due from Harbor Commission	.....		
Miscellaneous Accounts Receivable, Less Reserve	8,503.09		
Total Accounts Receivable		9,736.48	
STORES			
At Car House	$106,838.82		
At Storage Yard	171,364.02		
Contributed Stores	180.74		
Total Stores		278,383.58	
DEFERRED CHARGES			
Prepaid Expenses and Unadjusted Debits		11,204.80	
Total Cash, Receivables, Stores, Etc.		$4,400,722.61	
LIABILITIES			
Accounts Payable, Payrolls Payable, Interfund, Etc.	$160,690.62		
Accrued Interest Not Due	3,750.00		
Reserve for Obsolescence in Inventory	4,648.21		
Total Liabilities		169,088.83	
NET FREE ASSETS			$4,231,633.78

*Due to Reconstruction and Replacement Fund from Operating Fund for cash transferred for purchase of stores $116,468.00

†Due to Operating Fund from Reconstruction and Replacement Fund for Labor and Material on Reconstruction and Replacement Fund Replacement Jobs $2,964.84

MUNICIPAL RAILWAY OF SAN FRANCISCO
STATEMENT OF TROLLEY COACH OPERATION
Fiscal Year July 1, 1943, to June 30, 1944

RECEIPTS			
Cash Fares		$178,576.25	
Adjustment of Shorts and Overs 7/1/43 to 6/30/44		176.80	
MISCELLANEOUS REVENUE			
Advertising		565.73	
REVENUE CREDITS			
12,699 School Tickets @ 2½c		317.48	
3,157 Special Tickets @ 2½c		78.93	
12,496 Special Tickets @ 5c		624.80	
Total Revenue			$180,339.99
OPERATING EXPENSES			
GROUP I—Way and Structures			
T1 Superintendence and Engineering, T. C.	$472.57		
T16 Crossings, Fences and Signs, T. C.	57.33		
T20 Poles and Fixtures, T. C.	45.37		
T22A Overhead Feeders, T. C.	9.08		
T22D Overhead Trolleys, T. C.	440.31		
T22D-A Overhead Trolleys, Market St. Ry. Co.	3.15		
T23 Miscellaneous Electric Line Expenses, T. C.	22.86		
T24D Repairs to T. C. Shops	6.00		
T24E Repairs to General Office, T. C.	1.20		
Total—Group I		$1,057.87	

	GROUP II—Equipment				
T29	Superintendence of Equipment, T. C.....	$122.40			
T30	Miscellaneous Equipment Repairs, T. C.....	786.14			
T30A	Painting Trolley Coaches.....	180.75			
T30B	Bodies, Labor and Material, T. C.....	775.11			
T30C	Axles, Wheels & Springs, Labor & Matl. T. C.	1,292.21			
T30D	Tires and Tubes, including Repairs, T. C.....	3,452.56			
T30E	Brakes, Labor and Material, T. C.....	806.28			
T33	Electrical Propulsion Equipment, T. C.....	1,206.04			
T36	Repairs to T. C. Shop Equipment.....	33.36			
T37	Trolley Coach Shop Expenses.....	17.50			
	Total—Group II		8,672.35		
	GROUP III—Power				
T59	Power for Operation, T. C.....	$12,045.76			
T59A	Power for Lighting Carbarns, T. C.....	149.70			
	Total—Group III		12,195.46		
	GROUP IV—Conducting Transportation				
T63	Superintendence of Transportation, T. C.....	$4,824.03			
T64	Trolley Coach Operators.....	41,139.79			
T67B	Oils and Lubricants, T. C.....	78.96			
T67C	Special Agents and Fare Registers, T. C.....	100.93			
T67D	Incandescent Lamps, T. C.....	123.64			
T67E	Cleaning Matls., and Misc. Supplies, T. C....	43.72			
T68A	War Emergency Expenses, T. C.....	9.24			
T69	Station Expenses, T. C.....	480.00			
T70	Labor—Cleaning, Wash'g, Greas'g, Serv., T. C.	4,078.85			
T71	Building Expenses and Services, T. C.....	328.38			
T73	Operation of Tel. and Tel. Lines, T. C.....	200.10			
	Total—Group IV		51,407.64		
	GROUP VI—General and Miscellaneous				
T83	Salaries and Expenses of General Officers, T. C.	$475.50			
T84	Salaries and Exp. of Gen. Office Clerks, T. C...	1,757.46			
T85	General Office Supplies and Expenses, T. C...	91.86			
T88	Pension Costs, T. C.....	3,351.43			
T88B	Sick Leave, T. C.....	1,379.20			
T88D	Sick Leave, Medical Fees, T. C.....	40.80			
T88E	Military Leave, T. C.....	198.80			
T88F	Military Leave—Members' Contributions.....	131.18			
T89	Miscellaneous General Expenses, T. C.....	884.28			
T93	Fire Insurance	122.24			
T93C	War Damage Insurance, T. C.....	237.22			
T94	Stationery and Printing.....	616.18			
T95	Store Expense	638.97			
T98	Use of Service Equipment.....	115.20			
T98A	Shop, Office and Equipment Use.....	184.08			
T98C	Motor Coach Use by Trolley Coach Line.....	1,781.82			
	Total—Group VI		12,006.22		
	Total Operating Expense.....			85,339.54	
	Operating Profit				$95,000.45
	RESERVES AND FIXED CHARGES				
	Insurance Acct. T89B—354,812 Miles @ 1c.....	$3,548.10			
	Accrued Depreciation—T. C. and Other Facilities.....	20,440.77			
	Accrued Depreciation—Fare Boxes.....	76.32			
	Interest on Investment.....	7,401.46			
	Total Reserves and Fixed Charges.....				31,466.65
	Net Profit				$63,533.80
	Average Net Profit Per Day.....				$173.59

Group	354,812 Miles Itemized Cost Per Mile	36,753 Hours Itemized Cost Per Hour
I Way and Structures	.00298	.02879
II Equipment	.02444	.23596
III Power	.03437	.33182
IV Conducting Transportation	.14489	1.39873
VI General and Miscellaneous	.03384	.32668
Total Operating Expenses	.24052	2.32198
Insurance Account No. T89B	.01000	.09654
Accrued Depreciation	.05783	.55824
Interest on Investment	.02086	.20138
Total Reserves and Fixed Charges	.08869	.85616
Total Expense	.32921	3.17814
Passenger Revenue	.50380	4.86363
Advertising Revenue	.00159	.01539
Ticket Revenue	.00288	.02779
Total Revenue	.50837	4.90681
Net Profit	.17906	1.72867

PASSENGERS CARRIED

5c Fares	3,575,061
2½c School Tickets	12,699
Special Tickets—5c	12,496
Special Tickets—2½c	3,157
Special Tickets—Free	881
Free Passengers	2,724
Local Transfers	671,390
Total	4,278,408

Charges to Insurance Reserve for 7/1/43 to 6/30/44:	
Proportion of Salary Expense—Claims Department	$1,071.66
Accident Claims Paid	3,420.67
Total	$4,492.33

MUNICIPAL RAILWAY OF SAN FRANCISCO
STATEMENT OF MOTOR COACH OPERATION
Fiscal Year July 1, 1943, to July 30, 1944

PASSENGER REVENUE

Route No. 1—Park-Monterey	$81,978.50	
Route No. 2—Irving-Noriega	22,448.60	
Route No. 3—Park-Presidio-Mission	120,686.35	
Route No. 4—Embarcadero	118,646.65	
Route No. 5—Marina	17,827.30	
Route No. 6—Eureka-Diamond	80,986.30	
Route No. 7—Miraloma	10,781.05	
Route No. 9—Bayshore	17,829.30	
Route No. 11—Telegraph Hill	9,877.20	
Route No. 14—Roosevelt Way	23,539.05	
Adjustment of Shorts and Overs 7/1/43 to 6/30/44	249.80	
Total Passenger Revenue		$504,850.10

MISCELLANEOUS REVENUE

Advertising	2,860.83	
Total Miscellaneous Revenue		2,860.83

REVENUE CREDITS

6,402 Special Tickets @ 2½c	$160.05	
25,364 Special Tickets @ 5c	1,268.20	
263,642 School Tickets @ 2½c	6,591.05	
Total Revenue Credits		8,019.30
Total Passenger, Miscellaneous Revenue and Credits		$515,730.23

OPERATING EXPENSES

	GROUP I—Way and Structures		
B1	Superintendence and Engineering, M. C.	$2,710.67	
B16	Crossings, Fences and Signs, M. C.	27.40	
B24D	Motor Coach Garage	68.35	
B24E	Repairs to General Office, M. C.	6.60	
B24F	Stations, Waiting Rooms & Platforms, M. C.	12.34	
	Total—Group I		$2,825.36
	GROUP II—Equipment		
B29	Superintendence of Equipment, M. C.	$702.12	
B36	Garage Equipment, Machinery & Tools, M.C.	137.46	
B37	Garage Expenses, M. C.	926.86	
B39	Miscellaneous Equipment Repairs, M. C.	1,844.96	
B39A	Motor Coach Engines	29,941.61	
B39B	Motor Coach Painting	472.95	
B39C	Motor Coach Chassis	7,831.73	
B39D	Motor Coach Tires and Tubes	23,963.03	
B39E	Motor Coach Bodies	8,894.54	
B39G	Motor Coach Transmissions	2,923.21	
B39H	Motor Coach Brakes	6,644.10	
	Total—Group II		84,282.57
	GROUP III—Power		
B59A	Power for Lighting Carbarns, M. C.	$2,479.39	
	Total—Group III		2,479.39

GROUP IV—Conducting Transportation

B63	Superintendence of Transportation, M. C....	$28,935.36		
B64	Motor Coach Operators.....	201,851.98		
B67B	Lubricants and Waste, M. C.....	5,877.75		
B67C	Special Agents and Fare Registers, M. C.....	571.80		
B67E	Cleaning Materials & Misc. Supplies, M. C.	309.35		
B68A	War Emergency Expenses, M. C. System....	2,902.84		
B69	Station Expense	312.00		
B70	Labor—Cleaning, Washing, Greasing and Servicing, M. C.....	26,094.21		
B71	Building Expenses and Services, M. C.....	2,076.60		
B73	Operation of Tel. and Tel. Lines, M. C.....	1,236.48		
B78A	Gasoline, Motor Coaches.....	74,896.30		
	Total—Group IV		345,064.67	

GROUP VI—General and Miscellaneous

B83	Salaries and Exp. of Gen. Officers, M. C.....	$2,728.20		
B84	Salaries and Exp. of Gen. Office Clerks, M. C.	10,077.96		
B85	Gen. Office Supplies and Expenses, M. C....	526.80		
B88	Pension Costs, Motors Coaches.....	18,405.33		
B88B	Sick Leave—M. C. Employees.....	10,936.15		
B88D	Sick Leave—Medical Fees.....	223.34		
B88E	Military Leave, M. C.....	595.00		
B88F	Military Leave, Members' Contrib. M. C....	1,195.64		
B89	Miscellaneous General Expenses, M. C.....	5,080.77		
B93	Fire Insurance—Motor Coaches.....	357.96		
B93C	War Damage Insurance, M. C.....	611.17		
B94	Stationery and Printing.....	3,473.45		
B95	Store Expense—10% of Material Cost.....	13,428.44		
B98	Rent of Equipment—Service Truck—2,562 Hrs. @ 60c.....	1,537.20		
B98A	Garage, Shop, Office and Equipment, Rental.	4,655.02		
B98C	M. C. Use by Trolley Coach Line. Credit....	*1,781.82*		
	Total—Group VI		72,050.61	
	Total Operating Expense.....			506,702.60
	Operating Profit			$9,027 63

RESERVES AND FIXED CHARGES

Insurance Acct. No. B89B—2,000,084 Miles @ 1c.....	$20,000.86		
Accrued Depreciation—Motor Coaches	98,979.30		
Accrued Depreciation—Garage Equipment	436.15		
Accrued Depreciation—Fare Boxes	454.03		
Accrued Depreciation—Other	84.03		
Interest on Investment.....	12,531.58		
Total Reserves and Fixed Charges.....			132,485.95
Net Loss			*$123,458.32*
Average Net Loss Per Day.....			*$337.32*

Group		2,000,084 Miles Itemized Cost Per Mile	185,919 Hours Itemized Cost Per Hour
I	Way and Structures	.00141	.01520
II	Equipment	.04214	.45333
III	Power	.00124	.01333
IV	Conducting Transportation	.17253	1.85599
VI	General and Miscellaneous	.03602	.38754
	Total Operating Expense	.25334	2.72539
	Insurance Account No. B89B	.01000	.10758
	Accrued Depreciation	.04997	.53762
	Interest on Investment	.00627	.06740
	Total Reserves and Fixed Charges	.06624	.71260
	Total Expense	.31958	3.43799
	Passenger Revenue	.25241	2.71543
	Advertising Revenue	.00143	.01539
	Ticket Revenue	.00401	.04313
	Total Revenue	.25785	2.77395
	Net Loss	*.06173*	*.66404*

PASSENGERS CARRIED

5c Fares	10,097,002
2½c School Tickets	263,642
Special Tickets—5c	25,364
Special Tickets—2½c	6,402
Special Tickets—Free	1,786
Free Passengers	9,206
Local Transfers	5,679,757
Foreign Transfers	215
Total	16,083,374

Charges to Insurance Reserve 7/1/43 to 6/30/44		
Proportion of Salary Expenses—Claims Department	$6,039.93	
Accident Claims Paid	12,529.13	
Total		$18,569.06

Italic figures denote loss and deficiency.

MUNICIPAL RAILWAY OF SAN FRANCISCO

COMPARATIVE OPERATING RECEIPTS STATEMENT BETWEEN FISCAL YEARS ENDED JUNE 30, 1944 AND JUNE 30, 1943

Line	Fiscal Year Ended June 30, 1944 Receipts	Car Hours	Receipts Per Car Hour	Fiscal Year Ended June 30, 1943 Receipts	Car Hours	Receipts Per Car Hour	Comparison Receipts	Car Hours	Receipts Per Car Hour
B	$836,451.97	132,868	$6.30	$701,945.15	121,483	$5.78	$134,506.82	11,385	$.52
C	591,129.15	106,135	5.57	501,130.70	98,882	5.07	89,998.45	7,253	.50
D	438,688.42	70,101	6.26	372,311.50	64,581	5.77	66,376.92	5,520	.49
E	195,451.19	60,782	3.22	144,514.65	48,513	2.98	50,936.54	12,269	.24
F	617,832.84	89,849	6.88	535,692.80	83,071	6.45	82,140.04	6,778	.43
H	529,789.69	100,227	5.29	436,406.95	96,168	4.54	93,382.74	4,059	.75
J	579,413.99	92,538	6.26	467,360.60	87,047	5.37	112,053.39	5,491	.89
K	617,818.02	125,934	4.91	521,213.55	117,064	4.45	96,604.47	8,870	.46
L	667,526.52	138,700	4.81	577,171.85	128,419	4.49	90,354.67	10,281	.32
N	810,457.86	138,345	5.86	673,640.40	128,820	5.23	136,817.46	9,525	.63
Total	$5,884,559.65	1,055,479	$5.58	$4,931,388.15	974,048	$5.06	$953,171.50	81,431	$.52

Above Receipts are for 5c Fares Only

Total Receipts, Cars	$6,026,976.98	$5,069,656.79	$957,320.19
Total Receipts per Car Hour	$5.71	$5.20	$.51

Motor Coach Lines

Motor Coach Hours	185,919	181,781	Motor Coach Tours—4,138
Receipts—5c Fares	$504,600.30	$403,191.60	$101,408.70
Receipts—5c Fares per M. C. Hour	$2.71	$2.22	$.49
Total Receipts—Motor Coaches	$515,730.23	$414,315.14	$101,415.09
Total Receipts per M. C. Hour	$2.77	$2.28	$.49

Trolley Coach Lines

Trolley Coach Hours	36,753	35,335	1,418
Receipts—5c Fares	$178,576.25	$145,887.15	$32,689.10
Receipts—5c Fares per T. C. Hour	$4.86	$4.13	$.73
Total Receipts—Trolley Coaches	$180,339.99	$148,145.04	$32,194.95
Total Receipts—per T. C. Hour	$4.91	$4.19	$.72

Car, Motor Coach and Trolley Coach Lines

Car, Motor Coach & Trolley Coach Hours	1,278,151	1,191,164	86,987
Receipts—5c Fares	$6,567,736.20	$5,480,466.90	$1,087,269.30
Receipts—5c Fares per Car, Motor Coach and Trolley Coach Hour	$5.14	$4.60	$.54
Total Receipts, Cars, Motor Coaches and Trolley Coaches	$6,723,047.20	$5,632,116.97	$1,090,930.23
Total Receipts per Car, Motor Coach and Trolley Coach Hour	$5.26	$4.73	$.53

MUNICIPAL RAILWAY OF SAN FRANCISCO
RECAPITULATION OF PASSENGER TRAFFIC
Fiscal Year July 1, 1943 to June 30, 1944

Line	5c Fares	School	Special Tickets 2½c	Special Tickets 5c	Foreign Transfers California	Foreign Transfers Hyde	Foreign Transfers Jones	Foreign Transfers Fillmore	Foreign Transfers Divisadero	Foreign Transfers Ellis	Foreign Transfers Sloat	Foreign Transfers Total	Local Transfers	Free Passengers	Special Tickets Free	Total Passengers
B	16,218,003	529,717	4,357	17,264	.....	1,887	...	262,876	26,882	.....	.....	291,645	2,537,707	17,527	1,222	19,617,442
C	11,471,608	207,266	4,020	15,918	83	737	...	207,930	21,733	.....	.....	230,483	1,758,989	17,489	1,127	13,706,900
D	8,510,750	69,138	5,170	20,481	6,892	1,041	...	.....	.....	.....	.....	7,933	1,162,127	4,897	1,449	9,781,945
E	3,908,657	51,168	2,484	9,843	74	56,307	24	131,269	.....	.....	.....	187,674	1,051,544	5,077	697	5,217,144
F	11,736,939	309,106	4,147	16,429	462	1,585	6	.....	.....	46,969	.....	49,022	3,531,983	3,768	1,163	15,652,557
H	10,509,706	205,054	5,730	22,691	13,798	.....	...	.....	.....	.....	.....	13,798	4,853,998	41,529	1,603	15,654,109
J	11,231,881	168,604	8,257	32,704	271	1,160	163	.....	.....	.....	.....	1,594	1,961,702	25,974	2,317	13,433,033
K	11,854,988	272,025	7,140	28,276	.....	796	145	.....	.....	.....	64,095	65,036	2,008,128	26,881	2,002	14,264,476
L	12,874,586	263,874	7,484	29,638	365	1,311	140	.....	.....	.....	.....	1,816	2,126,548	42,331	2,099	15,348,376
N	15,621,673	335,946	8,232	32,602	.....	1,289	171	.....	.....	.....	.....	1,460	2,183,671	47,446	2,306	18,233,336
Miscellaneous	3,831,544	136,621	1,416	5,604	.....	255	32	12,652	.....	22,076	.....	35,015	2,065,707	954	395	6,077,256
Total	117,770,335	2,548,519	58,437	231,450	21,945	66,368	681	614,727	48,615	69,045	64,095	885,476	25,242,104	233,873	16,380	146,986,574
"R"	3,575,061	12,699	3,157	12,496	.....	.....	...	.....	.....	.....	.....	.....	671,390	2,724	881	4,278,408
Total	3,575,061	12,699	3,157	12,496	.....	.....	...	.....	.....	.....	.....	.....	671,390	2,724	881	4,278,408
M. C. Route No. 1.	1,640,673	78,257	545	2,159	.....	.....	...	.....	.....	.....	.....	.....	1,359,124	737	155	3,081,650
M. C. Route No. 2.	449,286	16,171	118	468	.....	.....	...	.....	.....	.....	.....	.....	373,539	282	33	839,897
M. C. Route No. 3.	2,414,655	67,603	1,051	4,165	.....	.....	...	.....	.....	.....	.....	.....	1,545,468	2,248	292	4,035,482
M. C. Route No. 4.	2,374,009	827	3,939	15,604	.....	.....	...	.....	.....	.....	.....	.....	.....	2,520	1,103	2,398,002
M. C. Route No. 5.	356,542	5,491	21	76	.....	.....	...	.....	.....	.....	.....	.....	304,245	.....	4	666,379
M. C. Route No. 6.	1,621,232	52,525	464	1,844	.....	.....	...	.....	.....	.....	.....	.....	1,014,235	2,804	130	2,693,234
M. C. Route No. 7.	215,582	30.746	48	193	.....	.....	...	.....	.....	.....	.....	.....	221,942	1	12	468,524
M. C. Route No. 9.	356,628	5,418	119	472	.....	.....	...	.....	.....	.....	.....	.....	307,932	307	32	670,908
M. C. Route No. 11.	197,576	2,566	14	60	.....	215	...	.....	.....	.....	.....	215	231,956	11	3	432,401
M. C. Route No. 14.	470,819	4,038	83	323	.....	.....	...	.....	.....	.....	.....	.....	321,316	296	22	796,897
Total	10,097,002	263,642	6,402	25,364	.....	215	...	.....	.....	.....	.....	215	5,679,757	9,206	1,786	16,083,374
Grand Total	131,442,398	2,824,860	67,996	269,310	21,945	66,583	681	614,727	48,615	69,045	64,095	885,691	31,593,251	245,803	19,047	167,348,356

August 8, 1943—The interchange of transfers between the Municipal Railway and the California Street Cable Railroad was discontinued at:

North Point and Hyde Streets
Stockton and California Streets
Market and California Streets
Market and Jones Streets
Geary and Jones Streets
Van Ness Avenue and California Street
Hyde and Union Streets

October 12, 1943—Gasoline rationing allowance reduced.

March 1, 1944—Market Street Railway Company commenced issuing one cent refund checks in accordance with Supreme Court order.

March 22, 1944—Gasoline rationing allowance for "A" cards reduced.

MUNICIPAL RAILWAY OF SAN FRANCISCO
COMPARISON OF CAR AND COACH HOURS AND MILES OPERATED
Fiscal Years 1943-1944 and 1942-1943

Line Cars	Car and Coach Hours			Car and Coach Miles		
	1943-1944	1942-1943	Increase or *Decrease*	1943-1944	1942-1943	Increase or *Decrease*
B	132,868	121,483	11,385	1,287,844	1,187,608	100,236
C	106,135	98,882	7,253	1,012,271	951,984	60,287
D	70,101	64,581	5,520	566,293	520,485	45,808
E	60,782	48,513	12,269	478,165	385,272	92,893
F	89,849	83,071	6,778	724,871	666,895	57,976
H	100,227	96,168	4,059	839,700	804,867	34,833
J	92,538	87,047	5,491	762,994	723,145	39,849
K	125,934	117,064	8,870	1,293,968	1,199,388	94,580
L	138,700	128,419	10,281	1,455,894	1,343,146	112,748
N	138,345	128,820	9,525	1,323,626	1,230,482	93,144
Total Cars	1,055,479	974,048	81,431	9,745,626	9,013,272	732,354
Motor Coaches						
Route No. 1	40,188	38,915	1,273	458,464	444,436	14,028
Route No. 2	9,338	9,290	48	97,135	99,700	*2,565*
Route No. 3	48,622	48,049	573	631,686	624,956	6,730
Route No. 4	21,757	19,867	1,890	212,402	192,216	20,186
Route No. 5	7,138	7,119	19	56,272	55,984	288
Route No. 6	25,008	24,858	150	219,802	221,111	*1,309*
Route No. 7	7,729	7,708	21	79,230	79,040	190
Route No. 9	9,486	9,436	50	117,255	118,692	*1,437*
Route No. 11	7,376	7,350	26	42,980	42,711	269
Route No. 14	9,277	9,189	88	84,859	89,064	*4,205*
Total Motor Coaches	185,919	181,781	4,138	2,000,085	1,967,910	32,175
Trolley Coaches						
Line "R"	36,753	35,335	1,418	354,812	341,212	13,600
Total Trolley Coaches	36,753	35,335	1,418	354,812	341,212	13,600
Total Cars, Motor and Trolley Coaches	1,278,151	1,191,164	86,987	12,100,523	11,322,394	778,129

MUNICIPAL RAILWAY OF SAN FRANCISCO
STATEMENT OF CAR AND COACH MILEAGE, CAR AND COACH HOURS OPERATED AND TOTAL PASSENGERS CARRIED

Period December 28, 1912 to June 30, 1944

Year	Car and Coach Mileage	Car and Coach Hours	Total Passengers Carried
12/28/12 to 12/31/13	1,300,869	129,050	9,723,177
1/ 1/14 to 12/31/14	3,282,012	362,333	27,933,049
1/ 1/15 to 6/30/15	3,112,910	368,841	24,670,130
7/ 1/15 to 6/30/16	6,358,543	737,214	47,886,784
7/ 1/16 to 6/30/17	5,317,270	580,717	36,234,723
7/ 1/17 to 6/30/18	6,935,090	766,997	62,396,036
7/ 1/18 to 6/30/19	7,212,763	779,746	59,341,253
7/ 1/19 to 6/30/20	7,419,272	795,578	66,169,246
7/ 1/20 to 6/30/21	7,538,737	806,761	69,960,834
7/ 1/21 to 6/30/22	7,677,307	811,292	70,757,908
7/ 1/22 to 6/30/23	8,148,703	853,157	73,633,760
7/ 1/23 to 6/30/24	8,676,611	900,224	77,736,617
7/ 1/24 to 6/30/25	8,897,271	921,280	79,900,645
7/ 1/25 to 6/30/26	9,302,073	961,451	83,390,908
7/ 1/26 to 6/30/27	9,428,522	975,949	83,603,652
7/ 1/27 to 6/30/28	9,657,311	999,243	85,281,171
7/ 1/28 to 6/30/29	9,903,754	1,028,345	85,683,664
7/ 1/29 to 6/30/30	10,186,213	1,054,514	87,673,608
7/ 1/30 to 6/30/31	10,114,999	1,042,925	85,250,762
7/ 1/31 to 6/30/32	9,770,683	995,524	80,123,238
7/ 1/32 to 6/30/33	9,251,492	918,120	71,815,286
7/ 1/33 to 6/30/34	8,875,788	876,820	73,063,608
7/ 1/34 to 6/30/35	8,937,287	883,914	78,849,085
7/ 1/35 to 6/30/36	8,751,421	867,581	79,116,866
7/ 1/36 to 6/30/37	8,763,838	872,873	80,754,084
7/ 1/37 to 6/30/38	9,212,687	919,678	90,290,519
7/ 1/38 to 6/30/39	9,810,068	1,003,126	107,739,849
7/ 1/39 to 6/30/40	10,058,316	1,049,720	111,305,527
7/ 1/40 to 6/30/41	10,266,038	1,064,439	108,822,011
7/ 1/41 to 6/30/42	10,389,525	1,083,008	113,956,341
7/ 1/42 to 6/30/43	11,322,394	1,191,164	142,896,226
7/ 1/43 to 6/30/44	12,100,522	1,278,151	167,348,356
12/28/12 to 6/30/44	267,980,289	27,879,735	2,523,308,923

MUNICIPAL RAILWAY OF SAN FRANCISCO
COMPARATIVE STATEMENT DATA FOR FISCAL YEARS ENDED
June 30, 1944 and June 30, 1943

	Fiscal Year Ended June 30, 1944				Fiscal Year Ended June 30, 1943			
	Total	Ratio to Passenger Revenue	Per Car and Coach Mile	Per Car and Coach Hour	Total	Ratio to Passenger Revenue	Per Car and Coach Mile	Per Car and Coach Hour
Passenger Revenue	6,661,889	100.000	.5505	5.2121	5,571,933	100.000	.4921	4.6777
Operating Expense	4,806,768	72.153	.3972	3.7607	4,134,503	74.202	.3652	3.4710
Interest on Funded Debt	47,083	.707	.0039	.0368	52,083	.935	.0046	.0437
Provision for Depreciation	710,281	10.662	.0587	.5557	415,962	7.465	.0367	.3492
Provision for Accidents	261,411	3.924	.0216	.2045	183,521	3.294	.0162	.1541
Net Income	897,504	13.472	.0742	.7022	846,048	15.184	.0747	.7103
Passenger Car and Coach Mileage	12,100,522	.....	.....	.....	11,322,394	.....	.....	.....
Passenger Car and Coach Hours	1,278,151	.....	.....	.....	1,191,164	.....	.....	.....
Platform Expense, Cars and Coaches	2,555,856	38.365	.2112	1.9997	2,156,715	38.707	.1905	1.8106
Number of Electric Passenger Cars Owned	238	.....	.....	.....	238	.....	.....	.....
Number of Electric Work Cars Owned	2	.....	.....	.....	2	.....	.....	.....
Number of Electric Trolley Coaches Owned	9	.....	.....	.....	9	.....	.....	.....
Number of Motor Coaches Owned	41	.....	.....	.....	41	.....	.....	.....
Number of Auto Cars and Trucks Owned	21	.....	.....	.....	21	.....	.....	.....
Total Number of Electric Cars, Trolley Coaches, Motor Coaches, Auto Cars and Trucks Owned	311	.....	.....	.....	311	.....	.....	.....
Revenue Passengers Carried	134,604,564	.....	11.1238	105.3119	112,799,605	.....	9.9625	94.6969
Free Transfer Passengers Carried	32,478,942	.....	2.6841	25.4109	29,783,239	.....	2.6305	25.0035
Free Passengers (Employees, Police, etc.)	264,850	.....	.....	.....	313,382	.....	.....	.....
Total Passengers Carried	167,348,356	.....	13.8298	130.9300	142,896,226	.....	12.6207	119.9635

Note: Above includes Motor Coach and Trolley Coach Operation.

MUNICIPAL RAILWAY OF SAN FRANCISCO
COST STATEMENT—ITEMIZED ACCOUNTS
Fiscal Year July 1, 1943 to June 30, 1944

STREET CAR OPERATION ONLY

I. WAY AND STRUCTURES

Acct. No.	Name	Amount	Per Car Mile	Per Car Hour
1	Superintendence of Way and Structures.	$16,949.27	.00174	.01606
2	Ballast	494.64	.00005	.00047
3	Ties	824.87	.00008	.00078
4	Rails	2,026.95	.00021	.00192
5	Rail Fastenings and Joints	7,129.90	.00073	.00675
6	Special Work	147.02	.00002	.00014
8	Track and Roadway Labor	115,341.96	.01184	.10928
8A	Ditto—Market Street Railway	615.83	.00006	.00058
9	Misc. Track and Roadway Expenses	7,745.05	.00080	.00734
9A	Ditto—Market Street Railway Co.	125.58	.00001	.00012
10	Paving	17,666.54	.00181	.01674
10A	Ditto—Market Street Railway Co.	40.58	.00000	.00004
11	Cleaning and Sanding Tracks	31,238.66	.00321	.02960
13	Tunnels and Subways	723.57	.00007	.00069
16	Crossings, Fences, Guards, and Signs	400.04	.00004	.00038
16A	Ditto—Market Street Railway Co.	81.08	.00001	.00008
17	Signal and Interlocking Apparatus	339.51	.00004	.00032
17A	Ditto—Bay Bridge Loop	117.23	.00001	.00011
18	Telephone and Telegraph Lines	4.37	.00000	.00000
20	Poles and Fitures	1,443.73	.00015	.00137
22A	Overhead Feeders	568.28	.00006	.00054
22B	Underground Feeders	489.09	.00005	.00046
22C	Track Bonding	406.93	.00004	.00038
22D	Overhead Trolleys	36,309.13	.00373	.03440
22D/A	Ditto—Market Street Railway Co.	1.57	.00000	.00000
23	Miscellaneous Electric Line Expenses	587.31	.00006	.00056
24C	Car Houses	999.90	.00010	.00095
24E	General Offices	419.89	.00004	.00040
24F	Stations, Waiting Rooms and Platforms.	1,135.24	.00012	.00107
28	Transportation for Investment: Credit.	*871.50*	*.00009*	*.00083*
	Total—Ways and Structures	$243,502.22	.02499	.23070

II. EQUIPMENT

29	Superintendence of Equipment	$3,279.48	.00034	.00311
30	Passenger and Combination Cars	167,872.41	.01722	.15905
33	Electric Equipment of Cars	63,949.16	.00656	.06059
36	Shop Equipment, Machinery and Tools	1,725.83	.00018	.00163
37	Shop Expenses	4,335.09	.00044	.00411
38	Vehicles and Horses	2,725.68	.00028	.00258
	Total Equipment	$243,887.65	.02502	.23107

Italic figures denote loss and deficiency.

III. POWER

Acct. No.	Name	Amount	Per Car Mile	Per Car Hour
45	Superintendence of Power	$1,000.00	.00010	.00095
59	Power Purchased	619.940.58	.06361	.58735
59A	Power Purchased for Lighting Car Barns	4,309.51	.00044	.00408
59B	Power Purchased for Lighting Tunnels	1,536.06	.00016	.00146
	Total Power	$626,786.15	.06431	.59384

IV. CONDUCTING TRANSPORTATION

63	Superintendence of Transportation	$149,326.88	.01532	.14148
64A	Conductors	1,189,250.31	.12203	1.12674
64B	Motormen	1,123,613.79	.11529	1.06455
66	Miscellaneous Car Service Employees	2,439.20	.00025	.00231
67B	Lubricants and Waste	3,349.67	.00034	.00318
67C	Special Agents and Fare Registers	2,194.95	.00023	.00208
67D	Incandescent Lamps	2,640.73	.00027	.00250
67E	Miscellaneous Car Service Expenses	4,591.69	.00047	.00435
68	Station Employees	14,671.21	.00151	.01390
68A	War Emergency Exp. Street Car System	143.80	.00002	.00014
69	Station Expenses	1,565.36	.00016	.00148
70	Car House Employees	154,901.71	.01590	.14676
71	Car House Expenses	4,224.30	.00043	.00400
72	Oper. of Signal & Interlocking Apparatus	7,433.26	.00076	.00704
73	Operation of Tel. and Tel. System	6,212.53	.00064	.00589
78	Miscellaneous Transportation Expenses	504.10	.00005	.00048
	Total Conducting Transportation	$2,667,063.49	.27367	2.52688

VI. GENERAL AND MISCELLANEOUS

83	Salaries and Expenses of General Officers	$12,782.73	.00131	.01211
84	Salaries and Exp. of Gen. Office Clerks	54,595.44	.00560	.05173
85	General Office Supplies and Expenses	4,896.57	.00050	.00464
88	Pensions and Gratuities	159,351.53	.01635	.15098
88B	Sick Leave—Railway Employees	104,740.43	.01075	.09923
88D	Sick Leave—Medical Expense	2,500.00	.00026	.00237
88E	Military Leave	5,979.51	.00061	.00566
88F	Military Leave—Members' Contributions	14,226.42	.00146	.01348
89	Miscellaneous General Expenses	18,590.62	.00191	.01761
92D	Compensation—Injuries and Damages, Employees	27,807.93	.00285	.02635
93	Fire Insurance	1,095.87	.00011	.00104
93C	Insurance—War Damage	5,319.68	.00055	.00504
94	Stationery and Printing	10,342.30	.00106	.00980
94A	Tickets and Transfers	12,128.03	.00124	.01149
95	Stores Expense	7,349.47	.00075	.00696
96	Garage Expense	3,467.50	.00036	.00328
97	Rent of Tracks and Facilities	9,604.84	.00099	.00910
	Credit Charges to Trolley Coach Operation	*1,595.23*	*.00016*	*.00151*
	Credit Charges to Motor Coach Operation	*19,697.45*	*.00202*	*.01866*
	Total General and Miscellaneous	$433,486.19	.04448	.41070

Italic figures denote loss and deficiency.

RECAPITULATION—STREET CAR OPERATION ONLY

Acct. No.	Name	Amount	Per Car Mile	Per Car Hour
1A	Accounts 1 to 11 Inclusive	$200,180.69	.02054	.18966
1B	Accounts 13 to 28 Inclusive	43,321.53	.00445	.04104
I	Way and Structures—Total Accounts 1 to 28 Inclusive	243,502.22	.02499	.23070
II	Equipment	243,887.65	.02502	.23107
III	Power	626,786.15	.06431	.59384
IV	Conducting Transportation	2,667,063.49	.27367	2.52688
VI	General and Miscellaneous	433,486.19	.04448	.41070
	Total Operating Expenses	$4,214,725.70	.43247	3.99319
	Depreciation Reserve $710,280.90			
	Less Applicable to Coaches 120,470.60	$589,810.30	.06052	.55881
	Accident Reserve $261,411.02			
	Less Applicable to Coaches 23,548.96	237,862.06	.02441	.22536
	Bond Interest $47,083.34			
	Less Applicable to Coaches 19,933.04	27,150.30	.00279	.02572
	Grand Total	$5,069,548.36	.52019	4.80308
	Car Mileage 9,745,626			
	Car Hours 1,055,479			

MOTOR COACH OPERATION ONLY

I. WAY AND STRUCTURES

B1	Superintendence and Engineering, M.C.	$2,710.67	.00136	.01458
B16	Crossings, Fences and Signs, M. C.	27.40	.00001	.00015
B24-D	Motor Coach Garage	68.35	.00003	.00037
B24-E	Repairs to General Office, M. C.	6.60	.00000	.00003
B24-F	Repairs to M. C. Stations, Waiting Rooms and Platforms	12.34	.00001	.00007
	Total Way and Structures	$2,825.36	.00141	.01520

II. EQUIPMENT

B29	Superintendence of Equipment, M. C.	$702.12	.00035	.00378
B36	Garage Equipment, Machinery and Tools, M. C.	137.46	.00007	.00074
B37	Garage Expenses, M. C.	926.86	.00046	.00499
B39	Misc. Equipment Repairs, M. C.	1,844.96	.00092	.00992
B39-A	Motor Coach Engines	29,941.61	.01497	.16105
B39-B	Motor Coach Painting	472.95	.00024	.00254
B39-C	Motor Coach Chassis	7,831.73	.00392	.04212
B39-D	Motor Coach Tires and Tubes	23,963.03	.01198	.12889
B39-E	Motor Coach Bodies	8,894.54	.00445	.04784
B39-G	Motor Coach Transmissions	2,923.21	.00146	.01572
B39-H	Motor Coach Brakes	6,644.10	.00332	.03574
	Total Equipment	$84,282.57	.04214	.45333

Italic figures denote loss and deficiency.

III. POWER

Acct. No.	Name	Amount	Per Car Mile	Per Car Hour
B59-A	Power for Lighting Carbarns, M. C....	$2,479.39	.00124	.01333
	Total Power	$2,479.39	.00124	.01333

IV. CONDUCTING TRANSPORTATION

B63	Superintendence of Transportation, M. C.	$28,935.36	.01447	.15563
B64	Motor Coach Operators.....	201,851.98	.10092	1.08570
B67-B	Lubricants and Waste, M. C.....	5,877.75	.00294	.03162
B67-C	Special Agents and Fare Registers, M. C.	571.80	.00028	.00308
B67-E	Cleaning Materials and Misc. Supplies, M. C.....	309.35	.00015	.00166
B68-A	War Emergency Expenses, M. C. System.....	2,902.84	.00145	.01561
B69	Station Expenses, M. C.....	312.00	.00016	.00168
B70	Labor, Cleaning, Washing, Greasing and Servicing, M. C.....	26,094.21	.01305	.14035
B71	Building Expenses and Services, M. C..	2,076.60	.00104	.01117
B73	Operation of Tel. and Tel. Lines, M. C..	1,236.48	.00062	.00665
B78-A	Gasoline, Motor Coaches.....	74,896.30	.03745	.40284
	Total Conducting Transportation...	$345,064.67	.17253	1.85599

VI. GENERAL AND MISCELLANEOUS

B83	Salaries and Expenses General Officers, M. C.....	$2,728.20	.00136	.01467
B84	Salaries and Expenses General Office Clerks, M. C.....	10,077.96	.00504	.05421
B85	Geeneral Office Supplies and Expenses, M. C.	526.80	.00026	.00283
B88	Pension Costs, Motor Coaches.....	18,405.33	.00920	.09900
B88-B	Sick Leave—Motor Coach Employees.	10,936.15	.00547	.05882
B88-D	Sick Leave—Medical Fees.....	223.34	.00011	.00120
B88-E	Military Leave, M. C.....	595.00	.00030	.00320
B88-F	Military Leave, Members' Contributions, M. C.....	1,195.64	.00060	.00643
B89	Miscellaneous General Expenses, M. C.	5,080.77	.00254	.02733
B93	Fire Insurance—Motor Coaches.....	357.96	.00018	.00192
B93-C	War Damage Insurance, M. C.....	611.17	.00030	.00329
B94	Stationery and Printing, M. C.....	3,473.45	.00174	.01868
B95	Store Expense—10% of Material Cost, M. C.....	13,428.44	.00671	.07223
B98	Rent of Equipment—Service Truck 2,562 hours at 60c.....	1,537.20	.00077	.00827
B98-A	Garage, Shop, Office and Equipment Rental	4,655.02	.00233	.02504
B98-C	Motor Coach Use by Trolley Coach Line: Credit	*1,781.82*	*.00089*	*.00958*
	Total General and Miscellaneous..	$72,050.61	.03602	.38754

Italic figures denote loss and deficiency.

RECAPITULATION—MOTOR COACH OPERATION ONLY

Acct. No.	Name	Amount	Per Car Mile	Per Car Hour
I	Way and Structures	$2,825.36	.00141	.01520
II	Equipment	84,282.57	.04214	.45333
III	Power	2,479.39	.00124	.01333
IV	Conducting Transportation	345,064.67	.17253	1.85599
VI	General and Miscellaneous	72,050.61	.03602	.38754
	Total Operating Expenses	$506,702.60	.25334	2.72539
	Depreciation Reserve	$99,953.51	.04997	.53762
	Injuries and Damages	20,000.86	.01000	.10758
	Total Reserves	$119,954.37	.05997	.64520
	Interest on Investment	$12,531.58	.00627	.06740
	Total Costs Motor Coaches	$639,188.55	.31958	3.43799

Motor Coach Mileage.....2,000,084
Motor Coach Hours..... 185,919

TROLLEY COACH OPERATION ONLY

I. WAY AND STRUCTURES

T1	Superintendence and Engineering, T. C.	$472.57	.00133	.01286
T16	Crossings, Fences, and Signs, T. C.	57.33	.00016	.00156
T20	Poles and Fixtures, T. C.	45.37	.00013	.00124
T22-A	Overhead Feeders, T. C.	9.08	.00003	.00025
T22-D	Overhead Trolleys, T. C.	440.31	.00124	.01198
T22D/A	Overhead Trolleys, T. C., Market St. Ry. Co.	3.15	.00001	.00009
T23	Misc. Electric Line Expenses, T. C.	22.86	.00006	.00062
T24-D	Repairs to T. C. Shops	6.00	.00002	.00016
T24-E	Repairs to General Office, T. C.	1.20	.00000	.00003
	Total Way and Structures	$1,057.87	.00298	.02879

II. EQUIPMENT

T29	Superintendence of Equipment, T. C.	$122.40	.00034	.00333
T30	Misc. Equipment Repairs, T. C.	786.14	.00222	.02139
T30-A	Painting Trolley Coaches	180.75	.00051	.00492
T30-B	Bodies, Labor and Material, T. C.	775.11	.00219	.02109
T30-C	Axles, Wheels and Springs, Labor and Material, T. C.	1,292.21	.00364	.03516
T30-D	Tires and Tubes, Including Repairs, T. C.	3,452.56	.00973	.09394
T30-E	Brakes, Labor and Material, T. C.	806.28	.00227	.02194
T33	Electrical Propulsion Equipment, T. C.	1,206.04	.00340	.03281
T36	Repairs to T. C. Shop Equipment	33.36	.00009	.00091
T37	Trolley Coach Shop Expenses	17.50	.00005	.00047
	Total Equipment	$8,672.35	.02444	.23596

Italic figures denote loss and deficiency.

III. POWER

Acct. No.	Name	Amount	Per Car Mile	Per Car Hour
T59	Power for Operation, T. C.	$12,045.76	.03395	.32775
T59-A	Power for Lighting Carbarns, T. C.	149.70	.00042	.00407
	Total Power	$12,195.46	.03437	.33182

IV. CONDUCTING TRANSPORTATION

T63	Superintendence of Transportation, T. C.	$4,824.03	.01360	.13126
T64	Trolley Coach Operators	41,139.79	.11595	1.11936
T67-B	Oils and Lubricants, T. C.	78.96	.00022	.00215
T67-C	Special Agents and Fare Registers, T. C.	100.93	.00028	.00275
T67-D	Incandescent Lamps, T. C.	123.64	.00035	.00336
T67-E	Cleaning Materials and Miscellaneous Supplies, T. C.	43.72	.00012	.00119
T68-A	War Emergency Expenses, T. C. System	9.24	.00003	.00025
T69	Station Expenses, T. C.	480.00	.00135	.01306
T70	Labor: Cleaning, Washing, Greasing and Servicing, T. C.	4,078.85	.01150	.11098
T71	Building Expenses and Services, T. C.	328.38	.00093	.00893
T73	Operation of Tel. and Tel. Lines, T. C.	200.10	.00056	.00544
	Total Conducting Transportation	$51,407.64	.14489	1.39873

VI. GENERAL AND MISCELLANEOUS

T83	Salaries and Expenses of General Officers, T. C.	$475.50	.00134	.01294
T84	Salaries and Expenses of General Office Clerks, T. C.	1,757.46	.00495	.04782
T85	General Office Supplies and Expenses, T. C.	91.86	.00026	.00250
T88	Pension Costs, T. C.	3,351.43	.00945	.09119
T88-B	Sick Leave, T. C.	1,379.20	.00389	.03753
T88-D	Sick Leave, Medical Fees, T. C.	40.80	.00012	.00111
T88-E	Military Leave, T. C.	198.80	.00056	.00541
T88-F	Military Leave, T. C., Members' Contributions	131.18	.00037	.00357
T89	Misc. General Expenses, T. C.	884.28	.00249	.02406
T93	Fire Insurance	122.24	.00034	.00333
T93-C	Insurance—War Damage	237.22	.00067	.00645
T94	Stationery and Printing	616.18	.00174	.01676
T95	Store Expense	638.97	.00180	.01739
T98	Use of Service Equipment	115.20	.00032	.00313
T98-A	Shop, Office and Equipment Use	184.08	.00052	.00501
T98-C	Motor Coach Use by Trolley Coach Line	1,781.82	.00502	.04848
	Total General and Miscellaneous	$12,006.22	.03384	.32668

Italic figures denote loss and deficiency.

RECAPITULATION—TROLLEY COACH OPERATION ONLY

Acct. No.	Name	Amount	Per Car Mile	Per Car Hour
I	Way and Structures	$1,057.87	.00298	.02879
II	Equipment	8,672.35	.02444	.23596
III	Power	12,195.46	.03437	.33182
IV	Conducting Transportation	51,407.64	.14489	1.39873
VI	General and Miscellaneous	12,006.22	.03384	.32668
	Total Operating Expenses	$85,339.54	.24052	2.32198
	Depreciation Reserve	$20,517.09	.05783	.55824
	Injuries and Damages	3,548.10	.01000	.09654
	Total Reserve	$24,065.19	.06783	.65478
	Interest on Investment	$7,401.46	.02086	.20138
	Total Costs—Trolley Coaches	$116,806.19	.32921	3.17814

Trolley Coach Mileage.....354,812
Trolley Coach Hours..... 36,753

RECAPITULATION—SYSTEM
CARS, MOTOR COACHES AND TROLLEY COACHES

	Amount	Per Coach or Car Mile	Per Coach or Car Hour
Operating Expense	$4,806,767.84	.39724	3.76072
Depreciation Reserve	710,280.90	.05870	.55571
Accident Reserve	261,411.02	.02160	.20452
Bond Interest	47,083.34	.00389	.03684
Total	$5,825,543.10	.48143	4.55779

Total Operating Expense—Cars and Coaches	$4,806,767.84
Total Car and Coach Mileage	12,100,522
Total Car and Coach Hours	1,278,151
Total Expense per Car and Coach Mile	.39724
Total Expense per Car and Coach Hour	3.76072

	Mileage	Hours
Car	9,745,626	1,055,479
Trolley Coach	354,812	36,753
Motor Coach	2,000,084	185,919
Total	12,100,522	1,278,151

Gross Revenue	$6,723,047.20
Total Operating Expense	4,806,767.84
Ratio of Operating Expense to Gross Revenue	.71

Italic figures denote loss and deficiency.

MUNICIPAL RAILWAY OF SAN FRANCISCO
ANNUAL REPORT OF BUREAU OF CLAIMS
Fiscal Year Ended June 30, 1944

1.	Total Passengers Carried During the Year		167,348,356
2.	Car Miles Operated:		
	Cars	9,745,626	
	Motor Coaches	2,000,084	
	Trolley Coaches	354,812	12,100,522
3.	Number of Passengers to the Mile		13.83
*4.	Number of Accident Reports Filed		6,245
5.	Number of Accidents Fatal		13
6.	Number of Fatal Accidents to Passengers		1
7.	Number of Accidents, Personal Injuries to Passengers		1,481
8.	Number of Claims Presented		1,661
9.	Number of Claims Adjusted		1,018
10.	Number of Suits Instituted		185
11.	Number of Suits Pending		205
12.	Number of Passengers Carried Per Accident Report		26,797
13.	Number of Passengers Carried per Personal Injury Report		112,997
14.	Number of Passengers Carried per Fatal Accident to Passenger		167,348,356

CLASSIFICATION

		Street Car	Motor Coach	Trolley Coach	Total	Ratio
1.	Collisions	247	7	3	257	.0412
2.	Auto Collisions	2,667	154	86	2,907	.4655
3.	Boarding Moving Vehicle	438	...	...	438	.0701
4.	Alighting from Moving Vehicle	380	3	1	384	.0615
5.	Other Personal Injuries	1,017	85	21	1,123	.1798
6.	Auto-Railway Not Involved	3	1	1	5	.0008
7.	Employee Accidents	252	3	...	255	.0408
8.	Miscellaneous	797	59	10	866	.1387
†9.	Deaths	(2)10	(1)	...	(3)10	.0016
		5,811	312	122	6,245	1.0000
1.	Percentage of Accidents to Passengers Carried					.000037
2.	Total Operating Revenue					$6,713,700.75
‡3.	Total Amount Paid for Accidents, Claims, Office and Miscellaneous Expense					261,978.47
4.	Ratio to Operating Revenue					.03902

RECAPITULATION
Amounts Paid

1.	Personal Injuries	$190,697.09
2.	Property Damage	17,190.77
¶3.	Salaries and Wages	41,283.76
§4.	Miscellaneous and Hospital	12,806.85
	‡Total	$261,978.47

*Item No. 4 of the above "Number of Accident Reports Filed" also includes any and all reports of accidents happening near the cars in which this railway is not involved.

¶Salaries and Wages account includes expense of City Attorney's office, which amounts to $13,520.00 for the calendar year.

§Miscellaneous and Hospital includes $1,000.00 of City Attorney's office expense.

†Parenthetical number is a death in accident reported in some other classification.

MUNICIPAL RAILWAY OF SAN FRANCISCO
COMPARATIVE STATEMENT OF BAD ORDER CARS, TROLLEY COACHES AND MOTOR COACHES TURNED IN

Fiscal Year Ended June 30, 1944

	Cars Geary St. Division	Cars 17th St. Division	Cars System Total	Trolley Coaches	Motor Coaches
No. of Cars	365	749	1,114	45	326
Mileage	4,069,444	5,676,182	9,745,626	354,812	2,000,085
Mileage per turn-in	11,159	7,578	8,748	7,885	6,135
Accidents not included in above	145	286	431	6	38

Fiscal Year Ended June 30, 1943

No. of Cars	326	439	765	47	397
Mileage	3,712,244	5,301,028	9,013,272	341,212	1,967,910
Mileage per turn-in	11,387	12,075	11,782	7,260	4,957
Accidents not included in above	181	264	445	No Record	

	Increase or *Decrease*		
	Cars	Trolley Coaches	Motor Coaches
Mileage per turn-in this Fiscal Year ended June 30, 1944, as compared with Fiscal Year ended June 30, 1943	*3,034*	625	1,178

Italic figures denote loss and deficiency.

MUNICIPAL RAILWAY OF SAN FRANCISCO
BUS ROUTES IN OPERATION—JUNE 30, 1944

	Miles One Way	Miles Round Trip
ROUTE No. 1—PARK: From California Street and Tenth Avenue to Monterey Boulevard and Edna Street via California Street, Eleventh Avenue, Clement Street, Tenth Avenue, Golden Gate Park, Ninth Avenue, Judah Street, Seventh Avenue, Laguna Honda Boulevard, Portola Drive, Miraloma Drive, Yerba Buena Avenue, Plymouth Avenue, Monterey Boulevard, Ridgewood Avenue, Hearst Avenue and Edna Street; returning via Monterey Boulevard, Plymouth Avenue, Yerba Buena Avenue, Miraloma Drive, Portola Drive, Laguna Honda Boulevard, Seventh Avenue, Judah Street, Ninth Avenue, Golden Gate Park and Tenth Avenue. Connects with lines B, C, K, L, N and bus route No. 7	5.15	10.30
ROUTE No. 2—IRVING-NORIEGA: From Twenty-second Avenue and Irving Street to Thirty-fifth Avenue and Noriega Street via Irving Street, Twenty-third Avenue, Noriega Street to Thirty-fifth Avenue; returning via Noriega Street and Twenty-second Avenue to Irving Street. Connects with line N	1.45	2.90
ROUTE No. 3—PARK-PRESIDIO-MISSION: From Twenty-fifth and Sea Cliff Avenues to Thirtieth and Church Streets via Sea Cliff Avenue, El Camino Del Mar, Twenty-fifth Avenue, Crossover Drive (Golden Gate Park), Nineteenth Avenue, Sloat Boulevard, Junipero Serra Boulevard, Worcester Street, Randolph Street, Orizaba Avenue, Broad Street, Plymouth Avenue, Sickles Avenue, Huron Avenue, Alemany Boulevard, Silver Avenue, Mission Street, Randall Street, Dolores Street and Thirtieth Street to Church Street. On return trip bus loops over Thirtieth Street, Sanchez Street to Randall Street and thence via the reverse of this route. Connects with lines B, C, J, K, L, and N	10.65	21.30
ROUTE No. 4—EMBARCADERO: From Aquatic Park at Hyde and Jefferson Streets, via Jefferson Street, The Embarcadero, Berry and Third Streets to Southern Pacific Depot	3.40	6.80
ROUTE No. 5—MARINA: From Scott and Chestnut Streets, bus makes continuous trip via Chestnut Street, Broderick Street, Marina Boulevard and Scott Street to Chestnut Street. Connects with line F	.56	1.12
BUS ROUTE No. 6—EUREKA-DIAMOND: From Market and Castro Streets to Twenty-third Street and South Van Ness Avenue via Castro Street, Nineteenth Street,		

	Miles Way	Miles Trip
Eureka Street, Twenty-third Street, Diamond Street, Duncan Street, Newberg Street, Castro Street, Twenty-fifth Street, Church Street, Twenty-fourth Street and South Van Ness Avenue; returning via Twenty-third Street, Chattanooga Street, Twenty-fourth Street, Church Street, Twenty-fifth Street, Diamond Street, Twenty-third Street, Eureka Street, Nineteenth Street, Collingwood Street and Market Street to Castro Street. Connects with lines J, K, L and R.....	2.75	5.50
ROUTE No. 7—MIRALOMA:		
From Forest Hill Station to Melrose Avenue and Teresita Boulevard, via Laguna Honda Boulevard, Portola Drive, Evelyn Way, Teresita Boulevard, Stillings Street, Detroit Street and Melrose Avenue; returning via Teresita Boulevard, Fowler Avenue, Portola Drive, Laguna Honda Boulevard to Forest Hill Station. Connects with lines K, L, and bus route No. 1.....	1.80	3.60
ROUTE No. 9—BAYSHORE BOULEVARD:		
From Potrero Avenue and Army Street to San Bruno Avenue and Ware Street via Bayshore Boulevard and Ware Street; returning via San Bruno Avenue, Olmstead Street, Girard Street, Woolsey Street, Somerset Street, Silver Avenue and Bayshore Boulevard to Army Street. Connects with line H...	2.275	4.55
ROUTE No. 11—TELEGRAPH HILL:		
From Columbus Avenue and Union Street to the summit of Telegraph Hill (Coit Tower) via Union Street, Stockton Street, Lombard Street and Telegraph Hill Boulevard; returning over the reverse of this route. Connects with lines E and F.....	.75	1.50
ROUTE No. 14—ROOSEVELT WAY:		
From Haight and Belvedere Streets to Church and Market Streets via Belvedere Street, Waller Street, Cole Street, Carmel Street, Clayton Street, Seventeenth Street, Roosevelt Way and Fourteenth Street; returning via Market Street, Fifteenth Street, Castro Street, Fourteenth Street, Roosevelt Way, Buena Vista Terrace, Buena Vista Avenue, Upper Terrace, Loma Vista Terrace, Roosevelt Way, Seventeenth Street, Cole Street and Haight Street. Connects with lines J, K, L and N.....	2.23	4.46
Total Bus Mileage.....	31.515	63.03
Bus Route No. 1 additional on school days.....	.500	1.00

TROLLEY COACH ROUTES IN OPERATION—JUNE 30, 1944

LINE "R"—HOWARD STREET:		
From Beale and Howard Streets to South Van Ness Avenue and Army Street via Howard Street and South Van Ness Avenue; returning via South Van Ness Avenue and Howard Street to Beale Street. Connects with lines B, D, F, H and bus route No. 6.....	3.405	6.81

MILEAGE—SINGLE TRACK—JUNE 30, 1944

	Miles Way	Miles Trip
Operated Track:		
Track Wholly Owned and Operated (exclusive of Bridge Loop)	69.800	
Track Wholly Owned and Operated (Bridge Loop)	0	
		69.800
Track Jointly Owned and Jointly Operated	1.269	
Track Not Owned but Jointly Operated	2.970	
Track Wholly Owned and Jointly Operated (Bridge Loop)	.391	4.630
Total Operated Track		74.430
Track Owned by Municipal Railway, Operated Exclusively by Market Street Railway (Bridge Loop)		.375
Non-Operated Track, Sidings, Turnouts, Etc., Wholly Owned:		
Track Wholly Owned—Bay Bridge Loop	.166	
Line "M"—Plymouth Avenue to Sloat Boulevard	4.720	
Taraval Street between Forty-sixth and Forty-eighth Avenues	.250	
Masonic Avenue Spur	.020	
Polk and Geary Streets Spur	.050	
Columbus Avenue, between Washington and Jackson Streets	.080	
Geary Street Carhouse, Sidings and Turnouts	2.180	
Seventeenth Street Carhouse, Sidings and Turnouts	1.650	
Total Non-Operated Track Wholly Owned	9.116	
Non-Operated Track Jointly Owned—Ferry Spur	.023	
Total Non-Operated Track		9.139
Total Single Track Mileage, June 30, 1944		83.944

MILES, ROUTES AND ROUTE MILEAGE—JUNE 30, 1944

Line "B"	14.120	Ocean to Ferries via Geary Street.
Line "C"	11.820	Thirty-third Avenue and California Street to Ferries via California and Geary Streets.
Line "D"	8.480	Presidio to Ferries via Van Ness Avenue and Geary Street.
Line "E"	7.540	Presidio to Ferries via Union Street and Columbus Avenue.
Line "F"	6.160	Scott and Chestnut Streets to Market, Fourth and Ellis Streets via Chestnut and Stockton Streets.
Line "H"	9.320	Army Street and Potrero Avenue to Fort Mason Transport Docks via Potrero and Van Ness Avenues.
Line "J"	9.120	Thirtieth and Church Streets to Ferries via Church and Market Streets.
Line "K"	15.340	Grafton and Brighton Avenues to Ferries via Ocean Avenue, Twin Peaks Tunnel and Market Street.
Line "L"	16.320	Beach to Ferries via Taraval Street, Twin Peaks Tunnel and Market Street.
Line "N"	14.560	Ocean Beach to Ferries via Judah Street, Sunset Tunnel and Market Street.
	112.780	Total Route Mileage (Ferry)
	.391	Municipal Railway Operated Mileage (Bridge Loop)
	113.171	Total Route Mileage
	74.430	Total Track Mileage Operated
	38.741	Duplicate Routes

Note: Lines B, C, D, J, K, L and N mentioned above, when operating to the Bay Bridge terminal operate thirty-three hundreths of a mile less than the route mileage shown.

MUNICIPAL RAILWAY OF SAN FRANCISCO

CHRONOLOGY

December 2, 1902.—Election. Proposition authorizing $700,000 bonds defeated.

October 8, 1903.—Election. Proposition authorizing $710,000 bonds defeated.

November 6, 1903.—Franchise of Geary Street, Park and Ocean Railroad Company expired.

June, 1906.—Budget appropriation $325,000 for Geary Street Railroad. Used for reconstruction and rehabilitation of streets and buildings destroyed in disaster of April 18-22, 1906.

June, 1907.—Budget appropriation $720,000 for Geary Street Railroad. Subsequently declared invalid by court.

June 24, 1909.—Election. Proposition authorizing $1,950,000 bonds defeated, lacking 203 votes.

December 30, 1909.—Election. Proposition authorizing $2,020,000 bonds carried by 20,000 majority.

April 16, 1910.—Superior Court declares bond issue valid in every respect. Decision affirmed by Supreme Court in July, 1910.

July 18, 1910.—First lot of bonds, $121,000 sold.

Summer, 1911.—Construction of Geary Street Railroad commenced.

May 5, 1912.—The Geary Street, Park and Ocean Railroad (cable system) ceased operations.

December 28, 1912.—The Municipal Railway (overhead trolley system) commenced operation on Geary Street from Kearny Street to Thirty-third Avenue and Park, with ten (10) cars, under direction of Thomas A. Cashin, Superintendent, Mayor James Rolph, Jr., acting as motorman on first car.

April 22, 1913.—Referendum election. Agreement with Sutter Street Railroad Company respecting use of tracks on lower Market Street ratified.

June 25, 1913.—Municipal Railway in full operation from Ferries to Beach and Park. Forty-three cars owned.

August 26, 1913.—Election. Proposition authorizing $3,500,000 bonds for extensions of Municipal Railway carried by 37,670 majority.

December 11, 1913.—Presidio and Ferries R. R. Company (Union Street Division) taken over by Municipal Railway.

May 16, 1914.—Masonic Avenue branch completed.

August 15, 1914.—Van Ness Avenue line from Market Street in operation to Exposition grounds.

September 7, 1914.—Potrero Avenue line in operation, Eleventh and Market Streets to Twenty-fifth Street and Potrero Avenue.

December 29, 1914.—Stockton Street, Columbus Avenue and North Point line in operation through tunnel.

December 29, 1914.—Fort Mason Loop commenced operation.

February 10, 1915.—Columbus Avenue line in operation from Ferries to Exposiotion grounds.

February 19, 1915.—California Street line in operation to Thirteenth Avenue.

March 28, 1915.—California Street line in operation to Thirty-third Avenue.

April 25, 1915.—Beach loop, Geary Street line, commenced operation.

January 24, 1916.—Stockton Street branch ("E") in operation from Presidio to Market, Fourth and Ellis Streets.

April 29, 1916.—Church Street line (Sect. "C"), Sixteenth to Eighteenth and Twenty-second to Thirtieth Streets, ready for operation.

June 1, 1916.—Columbus Avenue ("J" line), Ferries to Exposition grounds discontinued.

June 12, 1916.—Church Street line (Sect. "A"), Van Ness Avenue and Market Street to Sixteenth and Church Streets, started by day labor. Held up by United Railroads injunction.

June 28, 1916.—Church Street line (Sect. "B"), Eighteenth to Twenty-second Streets, ready for operation.

December 21, 1916.—Potrero Avenue line ("H") extended from Twenty-fifth Street to Army Street. Twenty-two hundredths mile added. Placed in operation January 19, 1917.

August 11, 1917.—Church Street line ("J"), Van Ness Avenue and Market Street to Church and Thirtieth Streets, commenced operation.

February 3, 1918.—Twin Peaks tunnel line ("K") to Van Ness Avenue and Bush Street commenced operation. (Length of tunnel 11,920 feet.)

May 4, 1918.—Greenwich Street extension (Van Ness Avenue line), Scott to Baker Street, commenced operation.

June 1, 1918.—Market Street lines ("J" and "K"), Van Ness Avenue to Geary Street, commenced operation, establishing through service, Ferries to Sloat Boulevard.

October 30, 1918.—Third loop opened at Ferry terminus.

February 21, 1919.—Market Street line ("K") commenced operation over United Railroads' tracks on Ocean Avenue to Miramar Avenue.

April 12, 1919.—Taraval Street line ("L") commenced operation from West Portal of Twin Peaks tunnel to Thirty-third Avenue, operating co-jointly with the United Railroads on Taraval Street between Twentieth Avenue and Thirty-third Avenue.

May 18, 1919.—Market Street line ("K") commenced operation over extension along Ocean and Brighton Avenues to Grafton Avenue.

July 22, 1919.—Changed and shortened route of Van Ness Avenue line ("D") and Union Street line ("E") by track connection on Union Street between Franklin Street and Van Ness Avenue.

August 7, 1919.—One elevator placed in operation at Forest Hill station of Twin Peaks tunnel.

December 8, 1919.—Presidio loop, Van Ness Avenue and Union Street lines, commenced operation.

January 14, 1923.—Taraval Street line ("L") commenced operation over extension on Taraval Street, between Thirty-third Avenue and Ocean Beach.

October 15, 1923.—Taraval Street line ("L") operated as a through line from Beach to Ferries via Twin Peaks tunnel and Market Street.

October 6, 1925.—Line "M" commenced operation between Plymouth Avenue and Broad Street to St. Francis Circle.

February 1, 1928.—Second elevator (the largest on the Pacific Coast) installed at Forest Hill station of Twin Peaks tunnel.

October 21, 1928.—Line "N" commenced operation between Forty-eighth Avenue and Judah Street and the Ferries.

January 8, 1932.—Jurisdiction over the San Francisco Municipal Railway was transferred from the Board of Public Works to the San Francisco Public Utilities Commission under provisions of the new charter.

June 1, 1932.—Line "O" commenced operation between Van Ness Avenue and Market Street and the Presidio (a rearrangement of lines "D", "E", and "H").

July 15, 1932.—Line "O" abandoned and lines "D", "E", and "H" placed on their original routing.

December 5, 1932.—Line "A" discontinued.

December 5, 1932.—Bus Route No. 1 extended to Tenth Avenue and Lake Street.

January 3, 1933.—Bus Route No. 2 discontinued.

January 30, 1933.—Bus Route No. 1 North Terminal changed to Tenth Avenue and California Street.

December 5, 1933.—Bus Route No. 1 South Terminal changed to Edna Street and Monterey Boulevard.

July 28, 1935.—Bus Route No. 6 commenced operation. Eureka Valley Station to Diamond and Clipper Streets.

September 15, 1937.—Line "L" extension to Fleishhacker Pool commenced operation.

January 1, 1938.—Bus Route No. 5 Marina Route routed over Broderick Street instead of Divisadero Street.

May 8, 1938.—Bus Route No. 6 South Terminal changed to Diamond and Duncan Street.

January 15, 1939.—Bay Bridge trains started operation to Bridge Terminal. Alternate Municipal Railway cars operated over Bay Bridge loop.

June 25, 1939.—Bus Route No. 6 rerouted over Castro, Nineteenth, Eureka, Twenty-third, Diamond, Clipper, Church, Twenty-fifth, Collingwood, and Market Streets.

July 9, 1939.—Bus Route No. 8 commenced operation from Judah Street and Seventeenth Avenue to Taraval Street and Fifteenth Avenue.

July 23, 1939.—Bus Route No. 7 commenced operation from Forest Hill Station to Rio Court.

July 30, 1939.—Bus Route No. 11 commenced operation from Union and Powell Streets to Coit Tower, Telegraph Hill.

August 6, 1939.—Bus Route No. 9 commenced operation from Potrero Avenue and Army Street to Bacon and Somerset Streets.

August 6, 1939.—Bus Route No. 10 commenced operation from Balboa Terrace to San Jose Avenue and Plymouth Avenue.

August 6, 1939.—Car line "M" discontinued and replaced by Bus Route No. 10.

August 24, 1939.—Bus Route No. 10 Northern Terminal extended from Balboa Terrace to St. Francis Circle.

October 14, 1939.—Bus Route No. 6 Southern Terminal extended to South Van Ness Avenue and Twenty-third Street.

October 15, 1939.—Bus Route No. 10 Southern Terminal extended to Sickles Avenue and Mission Street.

October 30, 1939.—Bus Route No. 9 Southern Terminal extended to San Bruno Avenue and Ware Street.

December 27, 1939.—Five new modern stream-lined passenger cars were placed in service.

July 2, 1940.—Bus Route No. 12 commenced operation from Beale and Howard Streets to Army Street and South Van Ness Avenue.

July 7, 1940.—Bus Route No. 12 Eastern Terminal extended from Beale and Howard Streets to Market Street and the Embarcadero.

November 18, 1940.—Bus Route No. 1 extended to San Francisco Junior College on school days.

January 1, 1941.—Lines "B," "D," "K," and "N" Eastern Terminal changed to Bridge Terminal and lines "C," "J," and "L" Eastern Terminal changed to Ferry Terminal from alternate cars of each line to Bridge and Ferry Terminals.

March 23, 1941.—Bus Route No. 2 commenced operation from Twenty-second Avenue and Irving Street to Thirty-fifth Avenue and Noriega Street.

March 23, 1941.—Bus Route No. 3 commenced operation from Thirtieth and Church Streets to Sickles and Huron Avenues.

March 23, 1941.—Bus Route No. 8 discontinued.

March 23, 1941.—Bus Route No. 10 Northern Terminal extended from St. Francis Circle to Nineteenth Avenue and Irving Street.

April 6, 1941.—Bus Route No. 14 commenced operation from Noe Street and Duboce Avenue to Haight and Belvedere Streets.

May 5, 1941.—Bus Route No. 3 changed from Church Street, Day Street, and Dolores Street to Thirtieth Street, Sanchez Street and Randall Street.

May 19, 1941.—Bus Route No. 14 Eastern Terminal changed from Noe Street and Duboce Avenue to Church and Market Streets.

June 8, 1941.—Bus Route No. 7 Southern Terminal changed from Rio Court to Teresita Boulevard and Melrose Avenue.

September 7, 1941.—Line "R" commenced operation with trolley coaches from Army Street and South Van Ness Avenue to Beale and Howard Streets.

September 7, 1941.—Bus Route No. 12 discontinued between Army Street and Beale Street.

September 8, 1941.—Bus Route No. 12 operated as a shuttle service from line "R" between Beale and Howard Streets and Market Street and the Embarcadero.

September 29, 1941.—Bus Route No. 14 changed between Seventeenth and Ashbury Streets and Cole and Carl Streets.

December 8, 1941.—Bus Route No. 10 extended to Twenty-fifth Avenue and California Street.

January 4, 1942.—Bus Route No. 10 consolidated with Bus Route No. 3. Bus Route No. 10 discontinued.

January 4, 1942.—Bus Route No. 12 (shuttle) discontinued.

March 16, 1942.—Ferry Terminal outside loop discontinued.

April 12, 1942.—Bus Route No. 3 extended to Sea Cliff Avenue.

May, 1942.—Outside loop at Ferry removed.

June 10, 1942.—Bay Bridge Terminal—middle loop and switch tower discontinued.

July, 1942.—Present outside loop at Ferry connected to tracks of Embarcadero North Terminal.

December 1, 1942.—Mutual interchange of transfers in effect with all lines of the California Street Cable Railroad Company.

February 10, 1943.—Bus Route No. 6 changed between Diamond and Duncan Streets and Castro and Twenty-fifth Streets.

August 8, 1943.—Mutual interchange of transfers with the California Cable Railroad Company which went into effect December 1, 1942, was discontinued.

May 16, 1944.—Primary and Special Election. Purchase of operative properties of the Market Street Railway by payment of $2,000,000 in cash and $5,500,000 from earnings of acquired Market Street Railway properties. Approved. For—108,621; Against—84,078; a majority of 24,543.

A summary of other elections which failed of passage from November 3, 1925, to April 20, 1943, for purchase of the Market Street Railway Company properties and for Municipal Railway expansion follows:

November 3, 1925.—General Municipal Election. Initiative measure for bond issue of $36,000,000 for purchase of Market Street Railway Company's properties. Not approved. For—12,435; Against—87,315.

June 14, 1927.—Special Election for bond issue of $4,700,000 for extensions to the Municipal Railway. Not approved. For—44,412; Against—25,791.

November 7, 1933.—General and Special Election for bond issue of $63,000 for extension of line from Taraval Street and Forty-sixth Avenue. Not approved. For—76,438; Against—68,330.

November 2, 1937.—General Election for bond issue for $49,250,000 for constructing subways and acquiring a Rapid Transit System. Not approved. For—68,834; Against—95,246.

September 27, 1938.—Special Election—Proposition No. 8—Bond issue of $24,480,000 to purchase operating properties of the Market Street Railway. Not approved. For—52,680; Against—93,979.

November 8, 1938.—General Election. Declaration of policy—Proposition No. 4—Purchase of Market Street Railway operating property for an amount not exceeding $5,000,000. Not approved. For—49,932; Against—128,320.

Proposition No. 5.—Declaration of policy—City to issue $9,000,000 bonds for passenger buses and facilities therefor to be used with property of the Market Street Railway if acquired or as adjunct of Municipal Railway. Not approved. For—49,948; Against—128,466.

November 3, 1942.—General Election. Acquisition of operative properties of Market Street Railway financed by issuance of revenue bonds in amount $7,950,000. Not approved. For—96,003; Against—102,081.

April 20, 1943.—Special Election. Purchase of operative properties of Market Street Railway for $7,950,000 to be financed by issuance of revenue bonds. Not approved. For—53,619; Against—88,418.

September 29, 1944.—At 5:00 a.m. on this date the operative properties of the Market Street Railway Company system were merged with those of the Municipal Railway system and were operated as a consolidated system.

June 30, 1944.—Total single track mileage 83.944 (see mileage statement).

June 30, 1944.—Total one-way bus mileage 31.515 (see mileage statement).

June 30, 1944.—Total one-way trolley coach mileage 3.405 (see mileage statement).